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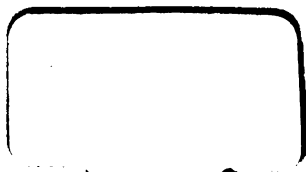
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FOURTEENTH ANNUAL REPORT
OF THE
BOARD
OF
RAILROAD COMMISSIONERS,
STATE OF KANSAS,
FOR THE
YEAR ENDING NOVEMBER 30, 1896.

COMMISSIONERS:

JOSEPH G. LOWE,
J. M. SIMPSON,
SAM'L T. HOWE.

B. F. FLENNIKEN, *Secretary.*
R. M. FULTON, *Clerk.*
ROSS B. GILLULY, *Stenographer.*

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FOURTEENTH ANNUAL REPORT.

Office of the Board of Railroad Commissioners,
Topeka, Kas., December 1, 1896.

Hon. E. N. Morrill, Governor:

Sir—The Fourteenth Annual Report of the Board of Railroad Commissioners is here submitted.

The railroad year covered by the report ends with June 30, 1896; the transactions of the Board reported are for the year ending November 30, 1896.

Of matters considered by the Board during the year, two were of more than ordinary importance, and are here mentioned in the order of their occurrence:

1. The question of a change by the railroad companies in the method of charging upon shipments of live stock.
2. The question of a reduction in rates upon grain and grain products to the southern seaboard.

The action of the Board in relation to these matters is set forth at length in another part of the report. There will also be found in an after part of the report such decisions of the Board upon complaints made to it during the year as were thought likely to be of public interest. Twenty-six complaints were disposed of during the year by correspondence, and without the formality of being placed upon the Board's docket. Formal action was had in 31 cases. So far as the Board is advised, all orders made by it during the year have been observed by the railroad companies. One hundred and one cases appearing formally upon the docket are undetermined at this date, but of these 87 are involved in the question of charges upon shipments of live stock before referred to, and will be disposed of in connection with that question. In compliance with law, the Board makes elsewhere in the report such suggestions and recommendations upon matters connected with the regulation of carriers as public interest seems to demand.

LEGISLATION IN AID OF RAILWAY REGULATION.

Those who have carefully studied the question of railway regulation cannot but admit that it is one of the gravest problems before the American people. To be affected for better or for worse

by its solution are the material interests of citizens, and, through them, political and social conditions. It is a question that should be considered intelligently and dispassionately, with a view to its solution upon lines that will conserve the greatest possible number of involved interests. Harangues of demagogues, tirades of loquacious would-be popular leaders, and specious articles in the press, all pretending to a knowledge, which in fact is woefully lacking, present a striking contrast to opinions of some of the best minds of the age, formed after almost a lifetime spent in close study of the problem.

The members of this Board do not assume to possess a knowledge which qualifies them to present with dogmatic insistence a scheme that will satisfactorily settle all grievances growing out of the present transportation system. Nevertheless, after nearly two years of patient and careful study of the questions at issue, they have arrived at certain conclusions which they consider may be properly mentioned in this report.

It may be said that all past legislation upon the subject, both state and national, has been only tentative, and in the nature of things such will be the character of legislation for some time to come. The time to elapse before a reasonably perfect system of regulation shall be attained depends much upon the methods of legislation. If laws are enacted hastily or with but little consideration, the end desired will be the longer deferred. On the other hand, if legislation follows the attainment of a proper knowledge of the situation, and proceeds upon lines laid down by careful, disinterested students of the question, or by state or federal authorities upon whom has been devolved the duty of administering present laws and recommending changes therein, an orderly system will be sooner reached.

Great Britain and the United States were pioneers in the building of railways, and in the absence of precedents to guide or forewarn, their laws were so framed that construction of competitive railways was freely permitted, and the principle of *laissez faire*—at whose doors may properly be laid the greater part of the confusion which now exists—became the controlling element in forming their systems of transportation, and these had grown to immensity before regulation was attempted. Other countries whose eras of railway construction began at later dates profited by their experience, and regulated construction and management from the start. The problem with the latter was therefore not nearly so complex as with the former.

When regulation was first attempted in the United States, it

was considered by the railways as an unjustifiable innovation, and was sturdily contested, but gradually the right of the states and of the federal government to regulate, within their respective spheres, transportation by railways was recognized, and now no one disputes that the right may be exercised, subject only to those constitutional limitations which guarantee protection to private ownership in property.

The attitude of railway managers a few years since contrasts strongly with their position to-day. Many of them are now seeking government regulation in certain directions, in order that railways in common with the public may be enabled to avoid the disastrous results of unrestricted railway competition. If proof is wanted that legislation upon the subject is in the experimental stage, it may be found in the multifarious laws of the several states and in their varied interpretation by state courts, and also in the various constructions placed by United States courts of equal authority upon certain provisions of the federal act to regulate commerce.

The difficulties to be surmounted in arriving at a judicious system of regulation are numerous, but the study and experience of the members of this Board incline them to the belief that most of these difficulties will quickly disappear when a plan insuring steady, equitable rates shall have been evolved.

How complex the rate problem is, even to able men who have spent the greater part if not all of their business years in devising rates and applying them practically in the transportation of articles of commerce, will appear from the statements following, made by gentlemen of long experience in traffic matters.

Mr. Albert Fink, than who there is perhaps in America no greater authority on railroad rates, was one of the witnesses examined by the United States senate select committee on interstate commerce, from whose labors resulted the federal act to regulate commerce. Mr. Fink said:

“Railroad tariffs are like houses built of cards: if you remove one card the whole house falls to pieces. The intricate relations of these tariffs one upon the other is like that. They cannot be tampered with. This is well understood, and yet it is constantly done, and then results in war. For example, when some road in Chicago cuts the grain rate 1 cent, it is felt at Indianapolis. The Indianapolis roads must follow at once. So it is all over the country. Whenever there is the least deviation from the tariff anywhere it has to be followed everywhere.”

Mr. George R. Blanchard, also an expert in rate matters, testified before the same committee, as follows:

“Now take this rule of dependency, which, like a falling row of

bricks, operates throughout the entire country, and tip down the rate or brick that is nearest the water and down goes the farther inland rates and bricks just as well and just as unavoidably; so that a tariff once formed upon Chicago, which is the pivot of the western rail as well as water rates, and upon New York, which is the eastern rail, canal and ocean pivot, and every other interior point of through-rail shipment to and from the seaboard hinges upon these two pivotal centers as certainly as access to and egress from a house is mainly regulated by its doors."

Mr. H. S. Haines, commissioner of the Southern States Freight Association, in an article recently published, compared the rate system of the country to a spider-web supported by radiant lines; if one of these lines be broken the whole fabric becomes more or less disarranged. In the language of Mr. Haines: "So is the rate fabric of the country. Change a rate anywhere and the consequences are felt at such distances and in such ways as will surprise the uninitiated."

Judge Thomas M. Cooley, while chairman of the Interstate Commerce Commission, in an address delivered in March, 1891, before the National Convention of Railroad Commissioners, upon the "Railroad Problem," said in part:

"The troubles that are always present, always annoying, and always difficult of adjustment, are those which relate to the making of rate sheets, and to the manner in which these are observed or treated after they are made. It is here that we discover a problem that is not narrow or temporary, and that does not touch lightly upon the relations between the railroads themselves, but is seen in nearly all their controversies and misunderstandings, and that is the prolific parent of nearly all the difficulties between the railroads and those who have occasion for their services. It is the unjust nature of the rate sheets when the rights of the public or of other roads are considered; it is the refusal to join with other roads in making them, or the demand of an unreasonable share of a joint rate when one is made; it is the sudden reduction in rates when injury can be done to a rival by resorting to that measure, or when it is hoped that the rival can be compelled thereby to give assent to some measure to which assent cannot be obtained by negotiation; it is the refusal to unite in through bills of lading at agreed rates, or to receive for the transportation of persons the tickets that have been given by other roads; it is the failure to abide by understandings concerning rates when a disregard of them seems to promise a temporary advantage; in short, it is the manner in which this whole subject of making rates is dealt with and treated by the railroad companies, and the effect thereby upon their own interests respectively, and the interests of stock- and bondholders, and the interests of those who, willingly or unwillingly, are their customers, that present the fundamental and still unsolved problem which must necessarily address itself first of all to the railroad managers of the country, and after that to the public

authorities. The evils in railroad service nearly all find their origin here; and especially is this true of those that are most difficult and inveterate. The railroad problem will be dealt with effectually when the power to fix the rates for railroad transportation is placed upon such a basis that the evils now so prominent and troublesome and persistent which spring from its exercise shall be cured and the power itself brought under effectual regulation. . . .”

“This, then, is the ‘railroad problem.’ There are mischiefs in railroad service that are outside of it, but we distinctly indicate the main source of difficulty when we place our finger upon the power as it exists now to make and unmake the rates for passenger and freight transportation. So long as 500 bodies of men in the country are at liberty to make rate sheets at pleasure, and to unmake or cut and recut them in every direction at their own unlimited discretion or want of discretion, and with little restraint on the part of the law except as it imposes a few days’ delay in putting changes in force, the problem will remain to trouble us; the mere existence of the power making losses, disorder and confusion constantly imminent. The authority to reduce rates when they are found to be excessive is but a slight corrective, and reaches the evils only on the public side; and I need hardly remind you who understand it so well, that in this matter of rates, the power on the part of the public authorities to compel the railroads to do what is just to each other in respect to observing rates which they have once made, and to adhering to rate sheets until there is reasonable ground for changing them, is so very slight that it may really be regarded as too insignificant to be spoken of as possessing substantial value.”

A more graphic description of the situation in as few words would be impossible. The gist of the problem is clearly shown. Authority to compel joint action by railways is lacking. Government supervision over the making of rate sheets, and laws compelling their observance by carriers, unless excused by government authority, are needed. The privilege of making traffic agreements which can be enforced is denied by present laws, and thereby is permitted—if not invited—a railway policy which is productive of unjust discrimination among commercial interests. The fault is not always with railways. Combinations of commercial interests at large trade centers not infrequently, by threatening withdrawal of business, induce railways to violate traffic agreements, in order that they may obtain advantages over like commercial interests of rival towns, and in other ways rival commercial interests are influential in producing disturbances. From these disturbances rate wars often result, bringing injury both to the railways and the general public. That the present state of things can be new-modeled upon the instant no one will contend. The conflicting interests of railways, of inland markets, of seaboard markets, of jobbing towns, of large and small shippers, etc., preclude an adjustment at one sweep.

The end desired can be reached only step by step, in orderly development, and that it must come through additional legislation is apparent.

Under present conditions, the states have control of commerce between points within their respective boundaries, but Congress alone has power to regulate that commerce which is interstate. The percentages of intrastate and interstate commerce, which together make the total commerce carried over railways within the states respectively, vary in the different states. No method has yet been devised whereby exact information as to the volume of each kind of commerce can be had. It is estimated that, of the total commerce carried by Kansas railways within the state, 10 per cent. is intrastate and 90 per cent. is interstate. This being a fact, it becomes at once apparent that state legislation can affect directly only one-tenth of the traffic over the railways within the state, and that the people of Kansas must rely chiefly upon legislation by Congress for protection to their interests.

FEDERAL LEGISLATION.

The Interstate Commerce Commission in its 1895 report discusses at length many particulars wherein in the opinion of its members the act to regulate commerce should be amended. The amendments suggested and discussed are summarized in the report as follows:

"1. That the procedure provided in the statute for enforcing the orders of the commission shall, in the courts, be confined to the record made up of the testimony taken and proceedings had before the commission, and the order of the commission shall be enforced unless the court shall find in such testimony and proceedings some material error plainly prejudicial to the defeated party which furnishes sufficient reason for refusing to enforce it.

"2. So amend section 15 of the act that when upon due investigation and inquiry it shall be determined that rates, fares or charges of common carriers are in any respect excessive or unreasonable, or that their rates, fares, charges, facilities or practices result in any unjust discrimination as between individuals, localities, or articles of traffic, or are otherwise in contravention of any of the provisions of the act, the commission shall so report, and shall thereupon issue an order requiring any such rates, fares, charges, facilities or practices to be changed, modified or corrected as in such order specified; that is to say, that when the commission has determined what is unlawful, it shall be its duty to prescribe what is lawful in respect to such rates, fares, charges, facilities, or practices.

"3. That not only the officers, agents and employees of corporations, but that corporations themselves which are common carriers subject to the act, be made liable to indictment for offenses against the statute.

"4. That common carriers subject to the act be required to adopt within such reasonable time as may be prescribed by Congress a uniform classification of freights, and that upon their failure to do so within such reasonable time the commission be authorized to prescribe such uniform classification, and that the common carriers be required by suitable provision of law to conform to the classification so prescribed.

"5. That the rate sheets and reports of carriers, also contracts and similar papers on file with the commission, be by express provision of the statute made competent testimony and prima facie evidence of what they purport to be, in all proceedings before the commission and in all judicial proceedings.

"6. That the commission be authorized to appoint special agents with authority to inquire into the business management of common carriers as the commission is now authorized to inquire into the same.

"7. So amend section 3 as to provide for the interchange of traffic between connecting railroads, and the continuous carriage of freights from the place of shipment to the place of destination, as contemplated by sections 3 and 7 of the act to regulate commerce.

"8. That section 20 of the act be amended in the following respects: So as to fix the fiscal year for which annual reports of common carriers subject to the act shall be required as ending June 30, and that the date on or before which such reports shall be filed with the commission be fixed as September 15, next following the close of such fiscal year; that obedience to this requirement shall be enforced by a cumulative money penalty for noncompliance, and that such report shall be certified under oath before an officer specified in the prescribed form for report. So that the provisions of this section authorizing the commission to prescribe a uniform system of accounts shall be made more specific in its terms, and failure to conform to such a uniform system, if prescribed by the commission, a misdemeanor. Requiring carriers subject to the act to file with the commission monthly reports covering earnings from operation, operating expenses, and net earnings, and further requiring such monthly reports to be filed within 30 days after the close of each month.

"9. That section 6 shall be so amended that the names of the several carriers which are parties to any joint tariff shall be specified therein; and each of the parties thereto, other than the one filing the same, shall file with the commission such evidence of concurrence therein or acceptance thereof as may be required or approved by the commission. That said section 6 shall also be amended so that the commission may determine and prescribe the form, contents and arrangement of the schedules and joint tariffs required by this section to be published and filed, and may from time to time change such prescribed form, contents or arrangement as may be found expedient.

"10. Under the head of safety appliances, it is suggested that the standard height of draw-bar and location of handholds may now be definitely fixed."

The act to regulate commerce was approved February 4, 1887; therefore it has been operation now more than nine years, a time certainly sufficient to disclose its serious defects to the tribunal charged with its administration. The character of the men who have been and of those who now are members of the Interstate Commerce Commission gives weight to their opinions, and it is to be hoped that Congress will give heed to their suggestions. This Board believes that the public welfare demands the enactment of some of the proposed amendments, particularly the first, second, fourth, and seventh, and that all of them are important as means to make more perfect the national system of regulation. The Board hopes that the proper state authority will call the attention of Kansas senators and representatives in Congress to the importance of this legislation.

The cases of *Ames v. Union Pacific Rly. Co. et al.*, *Smith et al. v. Chicago & Northwestern Rld. Co. et al.*, *Higginson et al. v. Chicago, Burlington & Quincy Rly. Co. et al.* (reported at page 165, 64 Federal Reporter), were brought in the United States circuit court for Nebraska, to enjoin the railroad companies and the Nebraska State Board of Transportation from putting into effect maximum rates for the transportation of freight by railroads within the state, as prescribed by what is known as the "Newberry bill," passed by the Nebraska legislature April 12, 1893. The cases were tried before Circuit Justice Brewer and District Judge Dundy. Justice Brewer delivered the opinion of the court, and held that the reduction in local freight rates proposed by the act would be unjust and unreasonable, and for that reason granted the injunctions prayed for. In its decision the court recognized the right of the legislature to prescribe a tariff of reasonable rates, and later in the opinion remarked:

"There are certain matters which embarrass these cases, and render all computations more than ordinarily difficult. One is this: The various companies are doing an interstate as well as a local business. If these roads were wholly within the state, and only local business done by them, the computation would be much simplified, and the effect of the reduction in rates upon the property more easily disclosed. But all of these roads are interstate roads, and a large portion of their business is interstate business. Some of it is local business in other states than Nebraska. Now it will not do to look simply at the gross earnings, and, because the reduction therein made by the enforcement of this statute still leaves enough reasonable compensation to the owners of the property, uphold the act; because, if the legislature of Nebraska can put in force this tariff for local business, the legislatures of other states through which these roads run, and the Congress of the United States, may make corresponding reductions in the rates on all other business, local

and interstate, and the aggregate of such reductions might entirely destroy all earning capacity from the property."

Here is practically a judicial affirmation of the right of Congress to prescribe a schedule of reasonable rates to govern interstate transportation, and yet the Interstate Commerce Commission has not recommended legislation of that character. That it has not done so may be properly taken as an indication that its members do not believe that such legislation would be advantageous to the people. The agreed thought of careful students is that "hard and fast" laws, such as maximum-rate laws, pro-rata freight laws and equal-mileage laws are of doubtful utility, if not indeed positively detrimental to the public welfare. Certain it is that in several states where such laws were once in force the results were so unsatisfactory that the laws were speedily repealed.

STATE LEGISLATION.

In the preceding annual report of the Board, at page 13 et seq., under the title, "The Kansas Commission," the views of the Board upon the question of increasing its powers are stated.

Another year of experience in dealing with complaints against railways and of study of the railroad problem causes the Board to earnestly adhere to the position then taken. If the recommendations then made should assume the form of legislation, it is believed that the Board would possess all the authority necessary to enable it to fully protect the interests of the public. The Board is firm in the belief that maximum-rate laws, pro-rata freight laws, equal-mileage laws, or other laws of like inflexible character, would be entirely out of harmony with present conditions, and would be detrimental, instead of beneficial, to the public welfare. The relations of the interests concerned in commerce are constantly changing, resulting oftentimes in antagonisms, thereby making necessary a flexible system of regulation which may respond quickly to the equitable demands of aggrieved interests, whether they be the railway and public interests in opposition or the constituent parts of either of these general interests warring among themselves. Remedies for injuries would be vainly sought if the conditions producing them prevailed under an arbitrary, inelastic system of regulation.

The conclusion is unavoidable that the tribunal charged with the duty of regulating the transportation of commerce should have power to hear and determine all controversies, under such rules and regulations and rights of appeal as will secure to property interests that protection which is guaranteed by constitutional provisions.

The present members are fully aware of the grave responsibility that would be devolved upon the Board should its power be increased as suggested, and they desire to reaffirm with special emphasis the proposition that no such increase of power should be given unless the law pertaining to the organization of the Board shall be so changed as to insure rotation in the terms of office of the members of the Board, and also to permit the removal of the members for cause only. So long as the law permits an incoming state administration to remove the entire membership, upon the theory that the positions upon the Board are political only, and are to be treated as party "spoils," so long will the usefulness of the Board to the people of the state be impaired. If there is any position in the state, aside from the higher courts, where the interests of the public demand a more fixed, reasonable tenure of office than should be given to the members of this Board, then the present members, after nearly two years of experience, have failed to comprehend the true situation and have overestimated the importance of so constituting the Board that parties contesting before it may rest in the belief that their matters of difference will be intelligently considered and equitably adjusted. In order to give the railways and the public confidence, the Board must be removed as far as possible from the domain of partizan politics, and must be so organized that it shall have upon it at all times one or more experienced members.

UNIFORM CLASSIFICATION.

In the preceding report of the Board, at page 33, is a brief discussion upon the matter of a uniform classification for freight. The subject is still of great interest, as will be shown.

On March 21, 1896, there was received by the Board from Ira B. Mills, chairman of the Minnesota Railroad and Warehouse Commission, and also chairman of the committee upon uniform classification appointed at the 1895 National Convention of Railroad Commissioners, a letter reading as follows:

"Gentlemen: At the last convention of railroad commissioners for the different states, held in Washington, the committee upon uniform classification were instructed to call a conference with managers of the different freight associations throughout the United States and Canada, with the object of obtaining their views upon the advisability and practicability of establishing a uniform classification for freight. One of the main objections urged by the traffic managers was, that although an agreement might be consummated between the different railroad companies, that each state had power to make a classification of its own, applicable within its territory, and the chairman of the committee was requested by the

representatives of the different railroads present to correspond with the various state commissions throughout the United States, with the idea of obtaining their opinion as to whether or not, if the uniform classification was established by the companies or by the Interstate Commerce Commission, under the direction of an act of Congress, if the various state commissions would adopt such a classification.

"I will consider it a favor if your commission will give the matter careful attention, and advise me of its attitude upon the subject before the meeting of the next annual convention of commissioners, in May.

"If you have not already received it, I will be pleased to send you a copy of the proceedings of the meeting in New York."

To this letter the Secretary, by direction of the Board, responded as follows:

"Topeka, April 1, 1896.

"Hon. Ira B. Mills, chairman of committee on uniform classification, St. Paul, Minn.: Dear Sir—In commenting upon the desirability of uniformity in state and national systems of regulating carriers' charges, the Kansas Board of Railroad Commissioners, at page 8 of its 1895 report, said:

"Harmony means of course the adoption of a system by the general government and by the several states as nearly uniform in character as commercial and natural conditions in the different states permit. So far as the knowledge of this Board extends, there are no two states in the union where similar laws for the regulation of commerce prevail. The problem of uniting a considerable number of distinct sovereignties in one system of regulation is of course a serious one, but could a movement in the proper direction be inaugurated a solution is not improbable."

"In the same report, at page 34, in a short discussion upon the subject of uniform classification, it is said, with particular reference to the Interstate Commerce Commission:

"That commission has recommended to Congress that it be given power to make a uniform classification, and it is not improbable that such legislation may be had at an early date, and if it should be, much of the confusion now existing will doubtless be removed. This Board believes that good results would follow such legislation, and therefore favors it."

"The laws of Kansas do not in terms confer upon the Board of Railroad Commissioners authority to make freight classifications, but when certain formal complaints are made the Board has power to declare what are reasonable carriers' charges, and from this power there arises by necessary implication—in the opinion of the Board, but as yet not passed upon by the courts—authority to order transfers of articles of merchandise among classes or to withdraw them from classes, for the purpose of establishing commodity rates. The authority which the Board may thus exercise is seldom invoked. The 'Western' classification governs in this territory. There are of course numerous exceptions to the classification, varying in number as commercial conditions require, but the making

of these exceptions, so far as Kansas is concerned, has been left to the carriers, and as but few complaints have come to the Board, it must be presumed that the present method is generally satisfactory to the public. This Board is heartily in sympathy with the movement toward a uniform classification, as when that end shall have been reached a long step in the direction of uniform regulation of carriers in matters general will have been taken. The problem is of necessity complex and its solution difficult, because of the differing commercial conditions throughout the country. Local interests will prevent any rule adopted from being more than general. So far as the interests of the people of Kansas will permit the present members of this Board will be found cooperating in any action which will tend to national uniformity in methods of transportation."

At the eighth annual convention of railroad commissioners, held at Washington, D. C., May 19 and 20, 1896, the committee of which Mr. Mills was chairman presented a report, which was accepted. Certain resolutions embodied in the report were adopted by the convention. The greater part of the report and the resolutions adopted are here given:

"In accordance with the resolution adopted by the last convention, your committee invited the different traffic associations of the United States and Canada to attend a conference with the committee in New York, on October 23, 1895, for the purpose of discussing the subject of uniform classification and for devising some means for its accomplishment.

"There were present at the meeting Hon. M. A. Knapp and Hon. J. C. Clements, of the Interstate Commerce Commission; Mr. A. C. Bird, freight traffic manager of the Chicago, Milwaukee & St. Paul Railway Company; Mr. J. M. Johnson, chairman of the committee of the Western Freight Association and general freight agent of the Chicago, Rock Island & Pacific Railway Company; Mr. H. B. Chamberlain, general freight agent of the New York, Lake Erie & Western Railroad, representing the Trunk Line Association; Mr. W. B. Hamblin, assistant general freight agent of the Chicago, Burlington & Quincy Railroad Company, and Mr. John Earls, chairman of the Canadian joint freight classification committee, and three members of your committee, Messrs. Billings, Bulkley, and Mills.

"All the gentlemen present agreed that for both the carrier and the general public a uniform classification of freight was desirable; in fact, the necessity and desirability of such classification has been recognized by the carriers ever since the enactment of the interstate commerce law. The several traffic associations of the United States, viz.: New England Freight Association, Western Freight Association, Mississippi Valley Railroads, Trunk Line Association, Southern Railway and Steamship Association, Trans-missouri Association, and the Southern Interstate Association, as early as 1888 appointed a committee, consisting of three members from each association, to formulate a uniform classification.

"This committee held several meetings, and after giving the subject careful and earnest consideration agreed upon a classification, and reported the same to the different associations for approval and adoption. It was approved and adopted by some of the associations, while at least one withheld its approval, and for that reason it never went into effect. There was no law compelling the adoption of the classification by any of the associations or the roads belonging to such associations. Any one road by dissenting could defeat the whole scheme, and the same difficulty will be encountered in any attempt to arrive at uniformity by voluntary agreement of the carriers, and it is the opinion of your committee that unless uniform classification of freight is secured within a reasonable time by the voluntary action of the railroads themselves, the necessary legislation should be asked of Congress requiring its adoption.

"One of the difficulties standing in the way of universal uniformity is the power of the different states to regulate the classification for state shipments. At the request of some of the gentlemen present at the New York meeting, the chairman of your committee addressed a circular letter to the different state commissions, requesting their opinion as to the action in their states on the subject if a classification was agreed upon by the companies or made by the Interstate Commerce Commission by authority of Congress.

"From 22 out of the 28 states having commissions replies have been received, copies of which are filed herewith and made part of this report. Eighteen expressed themselves in favor of uniform classification and the expediency of immediate action by Congress upon the subject; four are noncommittal, mainly for the reason that their commissions have no power upon the subject of rates or classification.

"It would seem from this correspondence that a just and reasonable classification, carefully guarding the interests of all sections of the country, such as would undoubtedly be made by the Interstate Commerce Commission if the subject were intrusted to them for adjustment, would soon be approved by all state authorities.

"In their last report to Congress the Interstate Commerce Commission recommended that that body take some action looking toward the adoption of uniform classification, and the National Board of Trade, at their twenty-sixth annual meeting, held in Washington, January 28, 29, and 30, 1896, adopted a memorial to Congress earnestly recommending the passage of a resolution requiring the Interstate Commerce Commission to prepare and publish, on or before October 1, 1896, a classification of freight articles and rules and regulations and conditions for freight transportation, to be known as the 'national freight classification.' The memorial and resolution were introduced in the senate by Senator Cullom, and referred to the committee on interstate commerce.

"Each member of the committee has received from Mr. James Peabody a copy of his paper read at the convention of 1895, entitled 'A Scientific Basis for Making Carriers' Rate Schedule.' This paper is entitled to careful consideration by any body having authority to make a classification, but your committee do not deem it within their province to determine upon what basis a classification

should be made. We think it proper to leave that for the consideration of the Interstate Commerce Commission, should Congress instruct them to make such classification.

"We therefore refrain from expressing any opinion upon what basis a classification should be made, excepting that two points should always be kept in mind: First, that equal justice should be done all shippers, and discrimination prevented in every form; second, that the revenues of the companies should be preserved, so that money honestly and judiciously invested will receive a proper return on investment.

"Your committee respectfully submit the following resolution:

"Resolved, That the National Convention of Railroad Commissioners, recognizing the necessity of uniform classification of freight in the interests of both the commercial public and the railroads, do respectfully recommend that the railroad companies of the United States, through their respective traffic associations, prepare a uniform classification for adoption by the Interstate Commerce Commission, the various state railroad commissions, and the railroads themselves, and that in the event of the failure of the railroad companies to prepare and adopt such uniform classification within a reasonable time, the necessary legislation should be asked of Congress requiring the adoption of a uniform classification of freight, and that the Interstate Commerce Commission be charged with the duty of preparing and enforcing such classification.

"Resolved, That the Interstate Commerce Commission be respectfully requested to communicate from time to time with the various railroad interests with a view to forwarding the work; and that the said commission be requested to present a suitable bill to Congress in the event of a failure on the part of the railroads to prepare and adopt a uniform classification within a reasonable time."

The Board has not thought it necessary to go into a lengthy discussion of the merits of a uniform classification. It is sufficient to say that the importance of the subject has attracted to its consideration the best thought upon transportation problems. Mr. A. C. Bird, freight traffic manager of the Chicago, Milwaukee & St. Paul Railway Company, pronounces it "the greatest question to-day in connection with the transportation problem." Mr. J. M. Johnson, general freight agent Chicago, Rock Island & Pacific Railway Company, in discussing it said:

"It is the greatest controversy that has ever been known in this country. I may overestimate the gravity of the situation, but I conceive this to be the biggest transportation problem which we have before us. I doubt if the railroad companies in their unprotected state can carry this battle through themselves. That is why my mind is always turned to the suggestion that we should have national legislation."

These opinions of careful students show the seriousness of the problem. The study of years has culminated in the resolutions be-

fore recited. The Board presumes to hope that the senators and representatives of Kansas in Congress will aid in securing all necessary national legislation upon the subject. Only interstate transportation would be affected by such legislation.

If a uniform classification should be adopted pursuant to federal statutes, state classifications would in all probability be made to correspond. The attitude of the several state commissions shown by the foregoing report indicates a general willingness to cooperate in an endeavor to cover all traffic by one classification.

LAWS.—DECISIONS.

To the laws heretofore published in the annual report of the Board are added all those laws of a general nature and of special interest to the public, thus placing in a connected and compact form those laws in force relative to the powers of railroad corporations, the manner of their operation, their duties to the public, their liabilities to individuals for personal injuries and damage to property, the procedure, the authority given the Board of Railroad Commissioners in their control and regulation, and such additional information as will advise the public of its rights and the manner of obtaining them.

No decisions of any of the superior courts have been made within the year defining in any way the powers of the Board or construing the law under which they act, and no decisions of inferior courts have been made which come to our knowledge.

ABANDONMENT OF ROADS.

Among the varied duties enjoined upon the Board by the provisions of section 5, chapter 124, Laws of 1883, is that of reporting to the governor all failures upon the part of railroads or transportation companies to comply with the terms of their charters or the laws of the state.

Special attention is hereby directed to the fact that there are now five roads, or parts of roads, within the state which have been abandoned and their operation suspended. The charter privilege of the Lawrence & Emporia Railroad Company was to construct and maintain a railroad and telegraph line from Lawrence, in Douglas county, through the county of Osage to Emporia, in Lyon county. The road was constructed and operated from the initial point to Carbondale, in Osage county, a distance of 30 miles, but was not built to Emporia, the point of destination named in the charter. March 22, 1894, that part of the road which had been built was abandoned and has not since been operated. That part of the

Atchison, Topeka & Santa railroad from Scott City, in Scott county, to the west line of Wichita county, a distance of 35.43 miles, was abandoned May 2, 1896, and has not since been operated; and that part of the same road running from Sedgwick to Halstead, in Harvey county, 8.89 miles in length, was abandoned January 1, 1896, and has not since been operated. That part of the Wichita & Western railroad running from Cullison, in Pratt county, to Mullinville, in Kiowa county, a distance of 35.61 miles, was abandoned December 10, 1895, and has not since been operated. The St. Louis, Kansas & Southern railroad, running from Cale Junction, in Cowley county, to Anthony, in Harper county, a distance of 59.35 miles, was abandoned, and has not been operated since October 17, 1896. This latter road the Board is advised by rumor will soon be put in operation again.

In granting the charters to these various railroad companies the state parted with its franchises, authorized the exercise of the right of eminent domain, the right of the public to vote aid in their construction, all subject to existing laws and rights and such future legislative control as might be adopted.

The failure to comply with the provisions of the charter in the first instance by not constructing the entire line is, in the opinion of the Board, of such importance to the public as to merit special attention. Again, after procuring the franchises, invoking the powers of eminent domain, having received valuable and substantial aid from the localities through which the road was built, and then to cease to operate is such violation of the charter privilege and such disobedience of the laws of the state, and such disregard of the rights of the public, as to demand special attention of the executive department of the state. The public has such vested rights in these public corporations, in the opinion of the Board, as entitles it to have the roads operated when constructed, and to receive such advantages from such operation as was contemplated at the time the franchises were obtained and the aid voted, or to have such franchises forfeited by proper process and such relief granted as is proper by way of being released from the burdens voted upon it to aid in the construction.

The laws of the state, General Statutes of 1889, paragraphs 1314 and 1315, provide a penalty to be recovered in the name of the proper officer and in a proper tribunal for a failure to comply with the terms of the contract which was made at the time that aid was voted, as to the manner of the operation of the road. Whether or not this limits or destroys the right of the state to annul the charter or whether it gives an additional remedy to be invoked by the

county, township, or municipal authorities, the Board does not care to express an opinion. In any event, a suspension of the operation of any part of a constructed road where aid has been voted is such violation of existing laws as requires the Board to report the same, as provided by said section 5, whether a violation of their charter rights or not.

The Board will not attempt to outline a policy or determine what rights the public have or what procedure is necessary to obtain redress, but leaves the question with yourself for action under the counsel and advice of the legal department of the state. In *The People ex rel. v. L. & N. Rld. Co.*, 120 Ill. 48, approved in *I. C. Rld. Co. v. People*, 143 Ill. 434, it was held that a railway company is bound to construct its road to and from the several points named in its charter, and when built to run its trains over its entire line, in such manner as to afford reasonable facilities for the prompt and efficient transaction of legitimate business, and that this obligation is binding upon its successors; that no part of the road can be abandoned without rendering its franchises liable to forfeiture.

In *People v. A. & V. Rld. Co.*, 37 Barb. (N. Y.) 216, it was held that a railroad company has not the unrestricted right to abandon any part of its road necessary to preserve an unbroken line, and that the state has the right to interfere and prevent the abandonment or to control the road, approving 11 Abb. Pr. 136, 19 How. 523, and *Rex v. Severn & W. Rly.*, 2 Barn. & Ald. 646. The same case holds that a chartered company to build and operate a road between designated points cannot operate only from the point of beginning to an intermediate point and abandon the remainder and retain its corporate existence, when challenged in the proper way by the proper authorities. Other precedents might be cited, but we deem it unnecessary at this time, and submit the matter for your consideration.

THE ADJUSTMENT OF FREIGHT RATES UPON LIVE-STOCK SHIPMENTS.

Early in October, 1895, it came to the knowledge of the Board that the railway companies operating in Kansas contemplated changing the method of charging upon shipments of live stock, by substituting a rate in cents per hundred pounds for the rate in dollars per car-load then in effect. In investigating the subject of transportation charges generally, the Board had already learned, from reports made by former members of the Board and from reports of railroad commissioners of other states and from decisions

made by the Interstate Commerce Commission, that carriers had long contended that the system of charging in dollars per car-load, regardless of quantity, was inequitable in the distribution of the burden of transportation charges among shippers, and that under that system a custom of crowding and overloading cars had grown up, which in many cases resulted in injury or death to animals, and caused considerable financial loss to shippers and to carriers, and particularly to the latter, because of the payment of claims for damages brought for animals injured or killed. The Board had also become advised that in Texas, Missouri, Iowa, and other states west of the Mississippi river, and generally in the territory east of that river, the method of charging in cents per hundred pounds was observed as the more equitable system; consequently the Board was not greatly surprised when through press accounts of a meeting of traffic managers and freight agents it appeared that the extension of the system to Kansas was under consideration by the railroad companies. The study the Board had made of the question tended to a conviction that equity among the interests concerned would permit the change, but as the Board had no authority under the law to determine the tariff charges which would become effective if the change were made, it could only exercise the supervisory power given it by law in an endeavor to see that all interests were properly protected, and with that end in view the Board caused its Secretary, on October 14, 1895, to address to each common carrier operating in Kansas a communication in the form following:

"I am directed by the Board of Railroad Commissioners of Kansas to say to you that it has been brought to the attention of the Board by numerous articles in the daily press of several of the western cities, that the agents of the railway companies comprising the Trans-Missouri freight rate committee, at a meeting recently held at Kansas City, Mo., decided to revise the tariff regulating livestock shipments over their respective lines, by substituting for the car-load rate now in effect a rate in cents per 100 pounds.

"It appears that at least on two former occasions a similar policy was sought to be inaugurated by that association, but it did not become effective because of objections made by former members of the Board. As the present members of the Board are not advised of any change in conditions which will render the proposed action any less objectionable to the people of Kansas than it was on the two occasions referred to, the Board as now constituted desires to enter its protest against any such change in rates, that protest to continue until such time as the Board shall become convinced by a proper showing on the part of the members of said association that the change will not tend to raise the freight rates in Kansas upon shipments of live stock.

"You are addressed on the subject because it is understood that your road, through its authorized agent, is a member of the Trans-

Missouri freight rate committee, and the Board directs me to say that if it is considered desirable by the members of the association to have a conference with the Board upon the subject, that a time will be appointed, to suit the convenience of the members of the association, and suggestions as to time are asked."

Answers were received as follows:

From Mr. M. A. Low, general attorney of the Chicago, Rock Island & Pacific Railway Company, under date of October 16, 1895:

"I have yours of the 13th inst., respecting the live-stock tariff which substitutes rates in cents per hundred pounds for car-load rates.

"I inclose herewith copy of the proposed tariff, which is to take effect January 1, 1896. The object in making this change was not to increase rates, but to discourage the overloading of cars. The present system offers a premium on brutality. Cars are frequently overloaded, and under the present system it is almost impossible to prevent it. Shippers of course take the chance of being arrested and fined when their stock reaches Kansas City; but they very often escape their just deserts. I do not mean to charge by this that all shippers systematically overload, or that all men engaged in shipping live stock are brutes. A majority of them are not, but unfortunately some men engaged in this business seem to have lost their humanity, if they ever had any, and it is to reach this kind of people that this change is made.

"To illustrate the effect of the proposed tariff: The rate on cattle from Norton to Kansas City is now \$34 per standard car. Under the proposed tariff the rate is 16 cents per hundred pounds, or \$30.40 per standard car; or, for a car of 21,000 pounds, \$33.60. It will be seen that under the new tariff a car of 21,000 pounds can be shipped from Norton to Kansas City for less than is now charged for a standard car of 19,000 pounds. It is believed that if cars are not overloaded 21,000 pounds will be above the average of shipments in this state.

"I hope that on examination this tariff will be found entirely satisfactory to the Board. I feel sure that it will approve the object which is sought to be obtained by this change in computing rates.

"It is submitted that humane men who will not overload cars with live stock, and whose car-loads on an average would be less than 21,000 pounds, ought not to be required to pay for the brutal greed of men who do not care how much suffering they inflict on dumb animals if they can save a few paltry dollars on a car-load."

Again from Mr. Low, under date of October 17:

"I inclose herewith statement of weights of cattle and hogs received at the Union stock-yards, St. Louis, Mo., from Missouri, Kansas, Nebraska and the Indian Territory during the months of August and September, 1895. These weights were the weights on which the animals were sold, after being fed and watered at the St. Louis stock-yards.

"In weighing cattle at Kansas City it is proposed to weigh them

before they are fed and watered, and it is probable that a further allowance of 500 pounds per car will be made for variation in weights, as is done at Chicago. An examination of this statement will show that the average weights of car-loads of cattle and hogs is substantially the minimum fixed by the tariff which I sent you yesterday, and that such a tariff will result in a considerable reduction of freight charges on cattle and hogs from points in this state to Missouri river points.

"It should be borne in mind further, that the average weight of cattle and hogs shipped east from Kansas City is greater than the average weights of those shipped into Kansas City from the west; the tendency being to send the better class of stock east, the poorer class of animals being used largely in the canning factories and for stock cattle.

"It should be further borne in mind, that under the proposed live-stock tariff stock shipped in 30- and 31-foot cars must weigh 21,000 pounds or over; in a 33-foot car, 7 per cent. more than that, and in a 36-foot car, 10 per cent. more, to make the proposed rate as much as the existing rate. And, as I have before stated, I am confident that the average weights will be less than these figures, and that therefore the new tariff will work a reduction and not an increase in rates, except where cars are grossly overloaded, and that is the exception, and not the rule."

From Mr. G. W. Holdrege, general manager of the Burlington & Missouri River Railroad in Nebraska, under date of October 16:

"Your letter of the 14th instant, in regard to stock rates, received. I understand that the Trans-Missouri Freight Rate Committee has under consideration the making of stock rates in cents per hundred pounds, but the plan is to so adjust the rates that the revenue per car will be the same as now, as nearly as practicable. All of the railroads east of the Missouri river have their stock rates adjusted in cents per hundred pounds. It does not seem to me, under the circumstances, that there should be any objection on the part of Kansas stock shippers to this arrangement.

"I do not know, however, that the Trans-Missouri rate committee has arranged this matter yet, and you will undoubtedly hear from them about it."

From George H. Nettleton, president of the Kansas City, Fort Scott & Memphis Railroad Company, under date of October 16:

"I am in receipt of your favor of October 14, in regard to the proposed change in the method of making rates on live stock.

"When this matter was presented to us, we stated that we favored a change from rate per car to per 100 pounds, because the railroad company would thereby be sure to receive pay for what it hauled; and shippers would be placed on an exact equality.

"But we insisted that in making the change rates should be adjusted in such a way that shippers would pay no more than they had been paying for honestly loaded cars, and we believe that the basis agreed upon will not lead to an increase in charges to honest shippers.

"If a conference between your Board and representatives of the railway interests is decided upon to consider this matter, we will be represented at the meeting."

From J. J. Frey, general manager of the Atchison, Topeka & Santa Fe Railway Company, under date of October 17:

"Your letter of October 14, with reference to contemplated change in rates on live stock from car-load rates to a rate in cents per hundred pounds, has been received.

"Your understanding in the matter is correct, and it has been decided that the change will become effective on January 1.

"I regret that your Board has found it necessary to enter their protest against this change, but believe that when the matter is fully understood they will be willing to withdraw their objections.

"I am fully acquainted with the past history of this question, but I do not understand that the success of this undertaking was defeated on account of the objections raised by the former members of your Board when the matter was under consideration in 1889, but rather was due to the inability of all lines interested to agree to a uniform basis of handling the matter, due undoubtedly to the fact that some of the lines were not in a position then to handle stock on the basis of weights, and it would have been necessary for them to have spent a considerable amount of money for the purpose of putting in scales and track facilities needed. Some of the lines were unable to assume this expense, and for that reason the matter was dropped.

"There can be no question but what the method of charging for live-stock shipments on the basis of cents per hundred pounds is a proper one; in fact, if my memory serves me right, it has been so decided by a very forcible opinion of the Interstate Commerce Commission.

"In arriving at the new tariff on stock it has been the endeavor to reduce rates to cents per hundred pounds on as nearly as possible the same basis as now prevails on car-load tariff, and it is not the intention to increase the rates, but rather to prevent the overloading of cars. Under the new tariff the minimum weight on cattle will be 19,000 pounds, on hogs 15,000 pounds, on sheep 10,000 pounds, and on a car properly loaded the rates on the new basis should not exceed those now in effect. Under the rates now existing it is almost impossible for us to get shippers to use any of our stock cars under 36 feet in length, as they can load these cars at a nominal increase of 10 per cent. over the standard car-load rates. At present the overloading of cars is a constant source of trouble and unnecessary expense, both to the railroads and the shippers. As a result, the railroad company is not only deprived of a portion of the revenue which it really earns, but the stock suffers on account of its being crowded into these cars, is often killed or badly crippled, due to this same condition, resulting in loss to the owner as well as claims against the railroad company. A large proportion of such loss and damage and consequent claims would be done away with under a proper system of loading, and it is expected that the new basis of

rates will bring about such a result, which will not only be in the interest of the railroad company but decidedly so to the shipper. If a man pays for the transportation of his stock on the basis of weight, it is immaterial to him how many cars he loads, and consequently he will see that the stock is properly loaded. I have no doubt that this inhuman treatment of stock is one of the main causes leading to the decision of the Interstate Commerce Commission, to which I have referred above.

"You undoubtedly know that all stock handled into Chicago and St. Louis markets are handled on the basis of rate per hundred pounds, and to the satisfaction of all concerned.

"The question of any injustice to the shipper must be eliminated, for there is none. In the past the shipper has been the gainer and the railroad company the loser, and by this change we are simply trying to equalize matters on a fair basis.

"In view of the protest of your Board, I certainly think it important that they should meet the members of the Trans-Missouri freight rate committee as a whole, and as that committee has a meeting at Kansas City, Mo., on November 3, I would suggest that your Board arrange to meet them on that date. Arrangements for such a meeting can be made by addressing W. A. Poteet, secretary of the Trans-Missouri freight rate committee, at Kansas City, Mo. As it will be well to have all members present at such a meeting, I hope you will take the matter up with Mr. Poteet at once, and make necessary arrangements, so he can advise all interested. I think at that time the matter can be discussed and a satisfactory arrangement arrived at, and I am quite confident that our representatives will be able to convince you that the contemplated move is a proper one.

"If there is any further information that I can give you in this matter, please do not hesitate to call upon me."

From W. P. Robinson, jr., general manager of the St. Joseph & Grand Island Railroad Company, under date of October 18:

"I am in receipt of your favor of October 15, and in reply will say that the matter referred to is one in regard to which I am not personally very familiar. As I understand it, however, the matter will be acted upon by the Trans-Missouri freight rate committee, and I have referred your communication to Mr. S. M. Adsit, our general freight agent, who represents us in these meetings, and I suppose that association will arrange for a conference with your Board upon the subject."

And again from Mr. J. J. Frey, general manager of the Atchison, Topeka & Santa Fe Railway Company, under date of October 24:

"Referring again to your communication of October 15, in relation to live-stock tariffs, and my reply to same of October 17, I desire to say further to the Board that it is not the intention of the Atchison, Topeka & Santa Fe Railway Company, or any other railroad company, so far as I am aware, to make any increase in live-stock rates by changing from car-load rate to the hundred-

pound rate system, but the only thing the railroads desire to accomplish is to change the system from car-load rate to a rate based upon actual weights, so that every shipper will pay for exactly the amount of live stock he ships, and no more.

"It is our belief that this is the only just and equitable system so far as the shipper's interest is concerned, as well as the interest of the railroads, and, as explained in my former letter to you, it will be a benefit to the roads in preventing overloading of cars and consequent claims for damages in cases of injuries caused by overloading.

"From the most reliable statistics which we have been able to procure, it is the belief of all roads that the proposed change in system will not work any increase in live-stock rates where cars are properly loaded, but if upon a fair trial it should be found to be otherwise, I then desire to say that if it is found that any injustice is done to any interest thereby the railroads will gladly take the question up with you again, for the purpose of making such adjustment as will, so far as possible, do absolute justice to all interests concerned."

From James Donohue, general freight and passenger agent of the Kansas City, Pittsburg & Gulf Railroad Company, under date of October 25, 1895:

"Your letter of October 15, to Mr. E. L. Martin, president, has been referred to me by him. I beg to advise that the shipment of stock over our line from points in Kansas is so limited as to be not worth mentioning. The only point of any importance that we reach in the state of Kansas is Pittsburg, and we are constantly shipping stock into that city instead of shipping any out.

"The rates as charged per car, according to length, are based on a certain weight, and are charged for accordingly. It is the desire of the different railroads, as I understand it, to make these rates in cents per 100 pounds, so that if the weight of stock loaded is in excess of the weight allowed according to the size of the car used, the railroads will charge accordingly. If the weight is not over the minimum allowed for cars of a certain length, the shipper will have no more to pay than he has at present.

"As far as the policy of this road is concerned, it has always been of a conciliatory nature, intending to increase the business of the company, and helping its patrons to increase their business, instead of taking any action that would interfere with that result."

And again from Mr. M. A. Low, general attorney of the Chicago, Rock Island & Pacific Railway Company, under date of October 28:

"Referring to the statements made to the Railroad Commissioners of this state several days since, in substance, that in changing its freight rates on live stock from car-load rates to rates based on actual weight the company did not intend to and did not desire to increase the rate on a reasonable car-load of live stock, I beg leave to state that I have reported to the vice-president and general manager of this company, who has special charge of its traffic

affairs, the statements made to your Board as hereinbefore stated, and he approves and ratifies my action.

"If after this rate has been in effect a reasonable time with the approval of the Board it appears that rates on a reasonable car-load of live stock have been substantially increased, the Rock Island company will cheerfully reduce its rates so that they shall not, on a reasonable car-load, on the average, exceed its rates now in force on live stock. It is, of course, obvious that the proposed change will require a person who loads in a car a greater amount than was used as a divisor in fixing the new rates to pay an increased rate; but it is believed that a majority of shipments will weigh less than the amount taken as a divisor, and that therefore the average man will be required to pay less on his shipments than he now pays. And it is submitted that when a reasonable minimum is fixed for car-loads the shipper who desires largely to exceed such minimum ought to be required to pay a reasonable price for the extra service rendered, and that it is unfair to make every other man pay the same gross amount, regardless of the fact that he prefers to ship in much smaller car-loads. It seems to me that it would be just as reasonable to require every man shipping live stock from Kansas to pay the through rate to Chicago, although he might desire to ship only to Kansas City or the Mississippi river, in order to give the man who does ship to Chicago an advantage in the rate."

From Mr. Thomas C. Purdy, vice-president and general manager of the Missouri, Kansas & Texas Railway Company, under date of October 28:

"This acknowledges your favor of the 15th inst., with reference to the substitution of rates in cents per 100 pounds on live stock for the present basis of rates on car-loads upon that commodity.

"I desire to correct your impression that this company is a member of the Trans-Missouri freight rate committee, though, in this matter we have acted in connection with that body in a conference with reference to the proposed move.

"It is my understanding that the objections previously entertained by the Board to the substitution of rates in cents per 100 pounds for car-load rates was due to an anticipated advance in the rates on live stock from points in Kansas to Kansas City. This objection, I believe, will hardly be sustained nor insisted upon after an examination of the new rates and a knowledge of the method used in arriving at them.

"By consulting our live-stock tariffs you will find that the rates on cattle, for instance, are now published in dollars per standard car, a standard car ranging from 29 feet to 30 feet 6 inches in length, inside measurement.

"To markets without the state of Kansas the rates are based upon weight and made in cents per 100 pounds, with established minimum weight for cars of various lengths. These minima are as follows: Cars 31 feet and under, 19,000 pounds; cars 34 feet and over 31 feet, 20,500 pounds; cars over 34 feet, 22,000 pounds.

"To reach a uniform basis of charges it has been considered by

all lines involved desirable that the rates to all markets should be made on the same basis, and that is by weight. To avoid any complaint on the part of shippers as to a possible advance in rates, we have used as a divisor, in arriving at the rates in cents per 100 pounds, 21,000 pounds, and the present rates in dollars per standard car as the dividend; although we believe a strict interpretation of the tariffs would have justified us in using 19,000 pounds as a divisor, resulting in a relatively higher rate. For your information, I beg to show below the results thus obtained from some of our stations:

"From Parsons to Junction City, inclusive, the present rate per standard car on cattle is \$25. The proposed rate is 12 cents per 100 pounds, which, at the minimum weight of 19,000 pounds for a car 31 feet and under, makes a rate per car of \$21.80. Assuming the possible actual weight to be 2,500 pounds above the minimum, or 21,500 pounds, the proposed rate would be \$24.80, or 20 cents per car less than the present established standard-car rate.

"For a 36-foot car, and it is in equipment of this character that most of our live stock is moved, the rates would be as follows:

"Under the present tariff the rate from Parsons to Kansas City is \$27.50. The proposed rate, at 12 cents per 100 pounds, on the established minimum of 22,000 pounds, is \$26.40 per car. Our experience has demonstrated that from other territories where the live stock is taken by weight cars of this length rarely exceed 23,000 pounds, and on that basis, which is an extreme one, the rate would be \$27.60, as against the present rate of \$27.50.

"One very desirable feature in the establishment of rates by weight is to prevent the overloading of cars and the natural consequence of loss and damage. Shippers where they pay a stipulated amount per car are anxious to obtain the greatest possible benefit, without regard to the humane feature of the transaction or the interests of the railroad companies involved.

"We believe that after a careful examination of the facts the Board can find no possible objection to the change proposed, which from our experience is amply justified, and which a fair adjustment, taking all markets into consideration, demands, and we trust will meet with no antagonism on the part of that honorable body."

On November 11 the following letter, of date November 9, was received from Mr. J. J. Frey, general manager of the Atchison, Topeka & Santa Fe Railway Company:

"Permit me to call your attention to my letter of October 24, with reference to new basis for tariffs on live stock. I understood from Mr. Hurd a few days ago that your Board had about decided upon a decision in this matter, agreeing to the proposition given in my letter. As yet I have had no answer to that communication, and I will be obliged if you can let me have a reply."

Mr. Frey's letter last referred to was answered by direction of the Board on November 12, as follows:

"Your letter of the 9th inst. is received, and I am directed by the Board of Railroad Commissioners to say in response thereto,

that until receipt of your letter it had not been understood by the Board that answers to the numerous letters received from the railroad companies called forth by the letter from this office under date of October 15 were expected, and all such letters have been only filed, not answered.

"The Board did not design to render any decision on the question at this time. The letter of October 15 was intended only as an objection to an increase in rates on live-stock shipments, and not as an objection to the manner of applying rates. If the change in method of charging upon the shipments causes no increase in rates, the Board will have no further concern about the matter.

"The Atchison, Topeka & Santa Fe Railway Company, by yourself, and the Chicago, Rock Island & Pacific Railway Company, by Mr. Low, have stated to the Board in writing in substance, that if after a reasonable trial it shall be found that injustice has been done to the stock interests of Kansas, that those roads will take the question up with the Board for the purpose of making such adjustment of rates as will, so far as may be possible, render justice to all interests concerned, but no other roads have united in such statement, and therefore the Board feels constrained to refrain from committing itself at the present time to any definite action in the premises."

Having determined upon the new tariff which was to be put in force, the carriers gave the 60 days' notice required under the Kansas statutes, and the tariff became effective January 1, 1896.

Although no formal complaints had been filed with the Board up to March 5, 1896, yet there was such an appearance of dissatisfaction among shippers on account of the increase in the rates which it was alleged had been caused by the new tariff, that the Board determined upon an investigation, in order to ascertain whether in fact such an increase had resulted, and accordingly appointed Friday, March 13, as the day for such investigation, and each railway company was duly advised thereof by letter of the Secretary of the Board, of date March 5, as follows:

"In line with the correspondence heretofore had with the railroad companies of Kansas concerning the change in the manner of charging upon live-stock shipments, I am now directed by the Board of Railroad Commissioners to say that although no formal complaints under the statute have been filed with the Board, yet there is such evidence that the change is unsatisfactory to shippers, on account of an alleged advance in rates resulting therefrom, as justifies the Board in making an inquiry as to whether in fact an advance in the rate on such shipments was caused by the change, and to that end I am directed to designate Friday, the 13th inst., at 10 o'clock a. m., as the time when a conference upon the subject is desired by the Board, at its office, in Topeka, and it is requested that your company be represented on that occasion. The Board will also, through the press of the state, request the presence at the conference of all shippers of live stock who desire to be heard upon the matter."

The presence at the hearing of all shippers and of other persons interested in the question was requested by notice published in a number of the daily newspapers.

After the date of the meeting was made public, numerous formal complaints were filed with the Board by the trustees of townships and by the mayors and councils of certain cities. A meeting was held on March 13, and there were present numerous shippers and other persons interested, also attorneys and traffic managers or freight agents of most of the railway companies. Although the meeting had been informally called, upon the Board's own motion, yet as many of the parties who had after the calling of the meeting made formal complaints were present, both in person and by attorneys, the Board decided to have a formal hearing of the questions in controversy, and requested the attorneys of the complainants to present their side of the contention, which was accordingly done, and two days were thus occupied, after which, by agreement of attorneys for both parties, the further hearing was continued until April 7, at which time the investigation proceeded. At the hearing on March 13, witnesses were examined at length, and different statements showing consignments of stock to commission men at Kansas City were filed with the Board for examination. At the continuance of the hearing on April 7, and succeeding days, several witnesses were examined, and numerous statements of commission firms, of shippers and of railroad companies were filed with the Board, showing shipments of live stock during the year 1895, and for the months of January, February, and March, of 1896.

As the transcribing of the stenographic report of the testimony of witnesses taken at the hearing would occupy the stenographer for from two to three weeks, and as the documentary evidence submitted was of such volume as to require an indeterminate time for the careful examination necessary to a proper determination of the questions at issue, it became necessary to take the case under advisement for a time which could not be definitely stated. However, the Board had become convinced during the hearing that the change had caused an increase in rates, and that to defer providing a remedy for the time which must elapse before proper deductions from the mass of testimony introduced could be drawn would continue an injustice to shippers, determined to order a temporary restoration of the car-load rate, and accordingly at the close of the hearing the conclusions of the Board were announced by Commissioner Lowe, in the language following:

"Gentlemen, there appears to be involved in this controversy two

propositions: First, whether the old rate of so many dollars per car was a proper method, or whether the rate in cents per hundred pounds is just and equitable; and, second, whether or not the rate has been increased, and, if increased, whether it is unreasonable, unfair, and inequitable.

"As to the first proposition, the Board are unanimously of the opinion that a fair, just and equitable manner for the shipment of live stock is by cents per hundred pounds, reserving, however, the right upon further investigation to change its views on this matter if it deem proper; but from the investigation it has been able to make and from the best sources of information at its command it is inclined to believe that each and every shipper should pay, and that the railroad companies are entitled to receive pay for services rendered, and that a fair, equitable and just manner of compensation would be in cents per hundred pounds.

"As to the second proposition, the Board at this time is unable to give to the parties litigant any opinion. We have been in session for five days continuously, excepting the intermissions. A very large number of witnesses have been examined, and have given their testimony orally. The testimony taken at the other session of the Board has been transcribed by the stenographer. The task of performing this duty is very great. It will require some time for him to transcribe the testimony offered at this session and present it to the Board for examination. In addition to this, there have been volumes of documentary evidence introduced, which it will be absolutely necessary for the Board to examine before it can intelligently render an opinion with regard to the question raised.

"It appears to the Board, from what is shown by the evidence and the statements of interested parties, that it is conceded that the present rate as established by the roads, shown by the shipments for January, February and March of the present year, has raised the cost of transportation, increased the burden to the shipper, and increased the receipts of the railway company. On the one hand, it is contended that the increase has been a substantial increase; upon the other hand, it is contended that the difference is but slight and trifling. These statements by one party being controverted by the other it is true are generally the statements of attorneys, but the same is also contended by witnesses upon the stand. The Board can only arrive at the fact as to whether the increase has been substantial and real or whether slight and immaterial from an inspection of the records, record evidence and oral testimony introduced. It also appears to the Board, from the evidence, and is also within the knowledge of the Board, that there is a very large number of cattle in Kansas at this time which will shortly require shipment to market; that if there has not been a substantial increase of revenue to the railroad companies, they asserting and contending that there has not been, and that it was not their purpose or object to increase the revenue or the burdens upon the shipper, and claiming that the present rate as established by them in some instances reduces their revenue and income, the Board can see no good reason why at this time an order should not be made to operate temporarily and until it can have time to investigate the matter fully. If

the rate is a substantial raise, and increases the cost of transporting the product, under the conceded facts it would be no injustice to the roads to reduce it. If the old rate produces an amount of revenue to the railroad companies equal to or greater than the present rate, it will be no injustice to them to restore the old rate, so far as revenue is concerned, if that was the only question to be considered. The Board authorizes me to say that it will take the matter under advisement with regard to the last proposition, as to the increase of the rate, and determine the matter at as early a date as possible, and it is here ordered that the old rate of dollars per car existing prior to January 1, 1896, be restored and be in force from and after the 20th day of April, 1896, and that the rate be effective and stand as the rate for the shipment of all live stock from points in Kansas until such time as a proper schedule of rates can be arranged by the Board upon the basis of cents per hundred pounds. This, gentlemen, you are aware, will take considerable time. Both the railroad companies and the shippers cannot help but realize that it is no small matter to go through these records and examine the oral testimony produced. The question now being of transporting the present product on hands, no particular injustice can be done by re-establishing the old rates until such time as a new schedule can be prepared on the basis above stated."

In accordance with the decision of the Board, the railway companies promptly restored the dollars-per-car-load rate, and that method of charging for live-stock shipments still prevails. Since the hearing of the case the attention of the Board has been engaged by other official duties to such an extent as to prevent that careful consideration in the premises which must necessarily precede an equitable, permanent order.

REDUCTION IN GRAIN RATES.

There is no question that more deeply concerns the producers of Kansas than that of reasonable rates on grain to points where land and water transportation connect; therefore the Board deems it proper to relate with some detail its course during the past year in endeavoring to obtain rates to deep-water harbors upon the Gulf of Mexico that should be relatively equal to rates in force to more distant harbors in other directions.

The agricultural products of the American states in excess of the demand for home consumption must of course be disposed of in the markets of the world, oftentimes in competition with supplies of like products originating much nearer those markets; therefore the transportation charge becomes an important factor in determining the price to be realized by the producer. The cost of transportation by water is much less than that by land; hence the importance of shortening the land haul when possible; and it is for this reason that the Board, acting for the people of Kansas, has demanded the

lowest rates to the nearest harbors that justice to all interests will permit.

About October 3, 1895, rates to southern ports were put in effect by the voluntary action of carriers operating in that direction which were lower than had previously prevailed, and the result was to deflect from the before general easterly course of grain shipments a considerable portion of Kansas grain, and to cause its transportation to ports upon the Gulf of Mexico. This diversion was naturally unsatisfactory to those carriers operating in an easterly direction, whose volume of business had been thereby lessened, and the conflicting interests of carriers thus resulting were sought to be reconciled by submitting to arbitration the question of what rates should apply in the different directions. In furtherance of the attempt at reconciliation, a schedule of rates was agreed upon, to go into effect January 20, 1896, provided the award of the arbitrators was not made by that date, as was intended and expected. The award was not made by January 20, and the rate schedule so agreed upon was put in force.

Previous to the lowering of rates in October, 1895, very little grain had moved, but the reduction operated to raise the price to producers, and the movement became large.

The Board had been closely observing events, and had reached the conclusion that a restoration of the rates in force previous to October, 1895, would result to the injury of producers, and had determined to do what it could to have the rates maintained upon the October basis. The award of the arbitrators had been awaited with the hope that the adjustment thereby to be made would not materially change the situation, as related to producers, but when the award was delayed and the restoration of January 20 was in operation, with a consequent reduction in prices paid producers, the Board immediately took the matter up and caused its Secretary to address to each carrier operating in Kansas a letter, in form as follows:

"Topeka, January 23, 1896.

"My Dear Sir: I am directed to advise you that the Board of Railroad Commissioners has noticed with considerable regret that the railroads operating in Kansas have recently advanced rates on corn from certain stations in Kansas to New Orleans and other southern points. This action cannot be otherwise than unsatisfactory to those shippers and producers who must bear the increased burden. From the standpoint of the Board, this advance appears to be unjustifiable. When the extremely low prices at which corn must now be sold are considered, it would seem that the public might justly ask that carriers should put in effect an emergency rate lower even than that which prevailed at the date of the recent

advance, but when instead of a reduction an advance is made there seems to be just cause for complaint. The Board is aware that the advance has not been general over the state, and that it, in fact, affects comparatively only a small portion of the state's area, but a fair presumption is that the rates in effect previous to January 20, 1896, were, as regards all points in Kansas, adjusted with relative fairness; therefore the points which have suffered an increase are entitled to consideration, and if an injustice has been done them, as is apparently the case, a remedy should be provided.

"The Board is without information from carriers upon the subject, but through press comments understands that the advance is a temporary arrangement, to be continued only until an agreement now in contemplation as to rates shall be completed satisfactorily to the carriers concerned. If this be true, the Board trusts that such agreement may be speedily made, and that it will result in a reduction of rates at least equal to the advance made on the 20th inst. The Board is aware that it is without authority to revise these rates, as they are interstate, and that relief can be had only through the Interstate Commerce Commission, whose authority, however, may under the law be invoked by complaint of this Board, but it is hoped that such an appeal may not become necessary."

In response letters were received from the respective carriers having reference in different ways to the matter in controversy, the most of them either denying that rates upon their lines had been changed or stating that the letter of the Board had been referred to the several traffic departments.

The following answers are introduced in order to show the views entertained by representatives of some of the carriers:

From M. A. Low, of the Chicago, Rock Island & Pacific Railway Company:

"Topeka, Kas., January 25, 1896.

"Dear Sir: I have yours of the 23d inst., respecting the recent advance in corn rates to Gulf ports from certain stations in the central and southern portion of the state, and have referred the same to Mr. W. H. Truesdale, vice-president and general manager of this company, who has general charge of such matters.

"It is my understanding that the restoration of the rates which were in force in this state prior to October 3, 1895, was intended to be temporary, and that an effort is now being made to adjust grain rates to Galveston and New Orleans on a basis which it is hoped will be satisfactory, not only to the carriers but to their patrons."

From C. A. Parker, freight traffic manager of the Missouri Pacific Railway Company:

"St. Louis, Mo., January 27, 1896.

"Dear Sir: Your letter of January 23, addressed to General Manager Doddridge, has been referred to me.

"The advance in the rates on corn to New Orleans and other southern ports, to which you allude, was not in reality an advance.

It was simply a restoration to the normal basis of the rates that had been reduced by reason of complications through Gulf ports, which led to a reduction to those ports below the normal and below the relative basis applying on shipments to the Mississippi river.

"In view of this statement of the case, it is believed your honorable Board will, upon reconsideration, find no cause for criticism."

From J. O. Brinkerhoff, general superintendent of the Union Pacific Railway Company:

"Kansas City, Mo., February 3, 1896.

"Dear Sir: Replying to your letter of 23d ult., in regard to freight rates on corn. I am advised by our traffic manager that the present basis of rates is no different from that in effect for years previous to September 1, 1895, and the through rates from Kansas territory to the principal markets in the east and south are already practically on an emergency basis, and one which was approved by the Interstate Commerce Commission after a searching investigation and taking of testimony at various western points."

The following letter is self-explanatory. It was addressed on February 4, 1896, by the Secretary of the Board, to the manager of each railway company operating in Kansas:

"My Dear Sir: Referring to my letter to you under date 23d ult., which in terms was similar to a letter addressed to the managers of all roads operating in Kansas, and which had reference to the advance in corn rates made on 20th ult. to New Orleans, Galveston, and other southern points, and suggesting an early return to the rate then departed from, I am now directed by the Board of Railroad Commissioners to call your attention to the fact that, although several days have passed since the mailing of the letter referred to, as yet the answers received, with perhaps a single exception, do not indicate a desire or any intention on the part of the railroads to remedy the grievance which the Board sought to bring to their attention and which it is believed justly provokes complaints by the people of Kansas. It is reported to the Board from certain points within the state that the advance in the rates under discussion caused the market price of corn to decline 3 cents per bushel. It is contended by some of the roads that the advance was 'not in reality an advance,' but as to their lines 'was simply a restoration to the normal basis of the rates that had been reduced by reason of complications through Gulf ports, which led to a reduction to those ports below the normal and below the relative basis applying on shipments to the Mississippi river.' Rates to Kansas producers and shippers relatively equal may have been the result desired by this restoration, but in practice it is found, as the Board understands it, to be far different. If this action in fact operated to makes rates relatively equal from points in Kansas to Gulf ports, it would be justified; but it appears from an examination of the tariffs of some of the interstate roads operating in a southerly direction that the rate on corn from certain stations in Kansas to Gulf ports is 27 cents per hundred pounds, while from other stations within the state, on the same lines of road, nearer those ports by

from 200 to 250 miles, the rate is 34 cents per hundred pounds; in other words, a shipment from a station where the rate is 27 cents is hauled directly through a station more than 200 miles distant, from which station the rate upon the same shipment over the same line to the same destination is 34 cents. The Board understands that the rates thus in effect are in direct contravention of the terms of the interstate commerce act. Under such circumstances I am further directed to advise you, that unless at an early date some action is taken by the roads looking to a remedy for the grievances which seem to be too patent to require argument, that the Board will be compelled to invoke the authority of the Interstate Commerce Commission, in order that justice in the premises may be done to the people of this state."

From the answers received the following are selected to show the situation from the standpoint of the railway companies:

From M. A. Low, of the Chicago, Rock Island & Pacific Railway Company:

"Topeka, Kas., February 6, 1896.

"Dear Sir: I have yours of the 4th inst., respecting corn rates to New Orleans and Galveston, and the same has been referred to Mr. W. H. Truesdale, vice-president and general manager, who has charge of rate matters.

"I understand that this matter is now being considered by the railway companies in interest with a view to a readjustment of these rates which will be satisfactory not only to Kansas railroads but to their patrons. Your statement of the matters in issue is hardly fair, as respects the Chicago, Rock Island & Pacific Railway Company. It is not true that the tariff which became effective on the 20th ult. restored rates to the basis which was in effect on the 1st day of October and prior to the recent rate disturbances. Grain rates on the Rock Island lines from points in this state to Galveston are in all cases lower than they were on the 1st day of October last or ever had been prior to that time. On the 3d day of October last group rates on grain from points in this state to Galveston were put in effect, by which group C embraced that part of this company's lines extending from Caldwell, in Sumner county, to White Water, in Butler county. The rate from this group to Galveston was 28½ cents per hundred. Group B included the line from Elbing to Herington, inclusive, and from Herington to Hutchinson, inclusive. The rate was 32 cents per hundred. Group A included all of this company's lines lying east of Pratt on the southwest and Bellaire in the northwest and not included in groups B and C. The rate was 36 cents per hundred. Group D included all the territory west of group A. The rate was 38 cents per hundred. In December this company put in a rate of 29 cents per hundred on its lines extending from Pratt, Salina and Cuba via Herington to Caldwell. With these exceptions the rates in effect in January prior to the taking effect of the tariff of January 20 were the group rates hereinbefore referred to. The tariff of January 20 very greatly reduced rates to Galveston from a very large majority of the stations on the Rock Island lines in this state.

"It is true that the tariff of January 20 was, in a sense, a restoration of rates existing on the 1st of October last, but with this important modification, that wherever the rates to New Orleans were less than the rates to Galveston the New Orleans rates should be applied to Galveston, and that wherever rates to Galveston were less than the rates to New Orleans the Galveston rates should be applied to New Orleans; and as the rates to New Orleans on the lines of this company were, as a rule, less than the rates to Galveston, a large reduction was the result. For instance, the rate from Topeka to Galveston was reduced 7 cents per hundred.

"It has been repeatedly stated in the newspapers that the recent adjustment of grain rates was made for the purpose of making the rates to Galveston the same as to New York. There is no foundation whatever for such a statement. The rate from Wichita to New York is 49 cents per hundred, and from Wichita to Galveston 32 cents per hundred."

From Thos. C. Purdy, vice-president and general manager of the Missouri, Kansas & Texas Railway Company:

"This company has made no changes in its rates on grain from Kansas City or points in Kansas to New Orleans, and our tariffs are now the same as we have published for several years.

"In no case are the rates from points on this line to New Orleans and Galveston higher than from points beyond.

"The rates from Kansas points to New Orleans base on Kansas City, and in the past Kansas grain destined to New Orleans has moved through Kansas City or the lower Missouri river crossings. The opening of new lines to Texas has, in connection with the Texas-New Orleans lines, formed new routes to New Orleans, as in the case of the Rock Island road, which, in connection with the Texas & Pacific from Fort Worth, forms a line from Kansas points to New Orleans. If the Rock Island should engage in the transportation of traffic from Kansas City to New Orleans it would of course be compelled to do so at the short-line rate, and the fact that it may do so without reducing its intermediate point rates does not involve any unjust discrimination within the meaning of the interstate commerce law. If the Rock Island, Atchison or other roads should carry such traffic via Kansas City, as formerly, the rates would in no case be higher from intermediate points than from points beyond, and the mere fact that they should elect to route such traffic via Fort Worth and the Texas & Pacific road or other connections does not change the conditions or in any way constitute unjust discrimination between persons or places.

"The rates to Galveston proper are not in all cases the same as to New Orleans, but as the ocean rates to foreign ports from Galveston are approximately the same as from New Orleans, it is necessary in order to make equal through rates via Galveston with those in effect via New Orleans to apply to the port of Galveston on export grain practically the same rates as apply to the port of New Orleans. This fact does not affect the through rates, but gives the shippers of grain from Kansas the advantages offered by the

port of Galveston in addition to those heretofore enjoyed by them via New Orleans and the Atlantic ports.

"As previously advised, there have been no changes in the established rates of this company to New Orleans, and they are now the same as those in effect for some years past, and the rates carried by us on export grain to Galveston do not in any way affect the through rates to export points."

In order to indicate how the situation was viewed by grain dealers, a letter received by the Board from a prominent firm at Wichita, Kas., on February 11, 1896, is here given:

"We beg to acknowledge receipt of copy of letters with reference to corn rates to southern ports, addressed to the railway managements. Your prompt and decisive action in this matter will be appreciated by thousands of unfortunate people in our state. We trust the railroad companies will promptly remedy the evil, and that you will not be compelled to call upon the Interstate Commerce Commission to adjust the matter. However, if you find it necessary to call upon the Interstate Commerce Commission, we will be pleased to have you notify us, that we may have an opportunity to offer evidence in self-defense. For your information, and that you may fully understand the true situation, we will state that the published tariff rates on corn to New York, Baltimore and other eastern ports would indicate that the railroad companies are not discriminating against the southern ports; however, we have been informed, and verily believe, that the published rates to eastern ports are not being maintained, but that at Kansas City and St. Louis certain parties have an arrangement of rebilling, whereby the through rate on corn from this territory is in fact 8 or 10 cents per hundred pounds less than the rates shown in printed tariff. A comparison of the price of corn in St. Louis and Kansas City with prices in New York and Baltimore confirms this statement. We are also informed and believe that a similar rebilling arrangement exists at Kansas City and St. Louis on corn from this territory to New Orleans and Galveston; that corn originating in this territory is being shipped into Kansas City at regular tariff rates of $13\frac{1}{2}$ cents per 100 pounds, and is being rebilled there to Galveston and New Orleans under a special arrangement whereby lines south of Kansas City absorb the $13\frac{1}{2}$ cent rate paid into Kansas City, making a through rate of 27 cents per 100 pounds to southern ports from this territory via Kansas City. A comparison of the price of corn at Kansas City and St. Louis with the prices in New Orleans and Galveston will convince you that it would be impossible to move this corn unless the rates are being manipulated. Since the 20th of last month there has been no corn from this territory moved direct to Galveston, but all has gone via Kansas City. The lines south of Kansas City are, in fact, holding this business at a $13\frac{1}{2}$ cent rate, and seem to be satisfied. If this is true, from a business standpoint, it would certainly seem that lines leading into Galveston direct from this territory would be receiving a fair and reasonable compensation for service at a 20 cent rate for a much shorter haul.

"In justice to the people of our state every effort should be made to secure a 20 cent rate on corn from Kansas to the Gulf ports. This, we believe, taking into consideration the very low price of corn, would be just and fair as between the railroad companies and the producer.

"Allow us to thank you for the interest you have taken in this matter, and if we can furnish you with any other information that will assist you in the premises we will take pleasure in doing so."

The controversy attracted attention outside the state, and on February 11, 1896, the following letter was received from Hon. John H. Reagan, chairman of the Texas railroad commission:

"The railroad commission of Texas is in receipt of a letter, dated yesterday, written by Mr. Tom Richardson, secretary of the deep-water committee, of Galveston, Tex., by instructions from that committee, calling our attention to a printed copy of a communication purporting to have been sent by Mr. B. F. Flenniken, the Secretary of your Board, to the general managers and officers of the western railroads, stating objections to some of the rates of freight on grain and grain products in Kansas, Missouri, and Indian or Oklahoma territories, and Superior, Neb., to Galveston, Tex., effective January 20, 1896, from which it appears that the rates on corn are lower from Kansas City than from points between that city and Galveston, and relatively lower than the rates on corn to the Atlantic seaboard cities; and we are requested by the Galveston deep-water committee to cooperate with your Board in an effort to get the officers of the railroads to correct this injustice, and if necessary to unite with your Board in an appeal to the Interstate Commerce Commission for its correction.

"We beg to say that this commission will gladly cooperate with the railroad commission of Kansas in any way it can, either by appealing to the managers of the western lines of railroad, or to the Interstate Commerce Commission, if that is found to be necessary, to correct the wrongs about which complaint is made.

"We would be glad also to cooperate with the Kansas commission in an effort to induce the western lines of road to abandon the practice of deducting from the through rates to common-point territory in Texas the cost of localing grain and the products of grain into Kansas City and the city of St. Louis. This policy of course gives a largely increased business to those two cities, which we understand is denied to all other places in Kansas and Missouri, and discriminates unjustly in their favor in rates from other points in those states. We think this is an indefensible wrong which ought to be corrected, but which can only be corrected by the railroad officials or by the Interstate Commerce Commission."

In response Mr. Reagan was advised that the offer of the Texas board to cooperate was appreciated, and would be gratefully accepted should occasion require it.

The number and variety of conflicting interests to be harmonized, if possible, precluded a hasty adjustment of the questions at issue,

and as the carriers seemed to be in good faith trying to reach a conclusion that would satisfactorily adjust all matters of difference, the Board thought it only proper to await their action a reasonable time; but as the award of the arbitrators was delayed from day to day, the Board became impatient, and during the first days of February, 1896, prepared a complaint for the purpose of instituting proceedings before the Interstate Commerce Commission, but because of information received about that time tending to show that the settlement of the question would not be much longer delayed, the legal action contemplated was deferred until March 7, 1896, when, the delay still continuing, the Board concluded to wait no longer, and on that day forwarded its complaint to the Interstate Commerce Commission, and requested that an early day be set for hearing the case, at some convenient place in the West.

After the complaint had been filed the award of the arbitrators was made, and pursuant thereto new rate schedules were issued by the several carriers, to become effective April 1, 1896.

The adjustment was unsatisfactory to some of the carriers, notably the Missouri Pacific company, which refused to conform its rates in all particulars to the award, and thereby caused certain changes in the schedules to be afterward agreed upon.

This Board was disappointed by the settlement for obvious reasons. While the rates were so adjusted as to relieve the carriers from the charge of violating the fourth section of the act to regulate commerce, and while from several Kansas points to Gulf ports rates were made somewhat lower than those in force prior to October, 1895, and practically restored on January 20, 1896, yet they were raised at other points, and generally the reductions were not such as the Board had expected. The published rates to Gulf ports from Missouri river points had not for several years exceeded 27 cents per 100 pounds, but instead of using those figures as a basis for grading rates to Gulf ports from points intermediate to those ports and the Missouri river, rates from the latter were raised to 29 cents per 100 pounds, and that amount used in grading from intermediate points along the lines to the southern seaboard. The Board then determined to prosecute its case before the Interstate Commerce Commission to as speedy a conclusion as possible.

The diversion of the grain movement during the months of October, November and December of 1895 from its before general easterly course appears to have been unsatisfactory to grain dealers at Missouri river points, and as a necessary consequence the efforts of this Board to secure such reasonable rates in a southerly direction as would open up another route to the world's markets

for Kansas products was by those interests looked upon with disfavor, and openly criticized, and under their leadership a movement was started which the Board cannot but look upon as a studied effort to countervail its action in the premises.

A petition to the Board was prepared at Kansas City, Kas., about May 1, 1896, and was printed in large numbers and distributed throughout the state, reading as follows:

"To the Honorable Board of Railroad Commissioners, State of Kansas:

"Gentlemen—We, the citizens of _____ county, Kansas, believing the present rates on grain between points in Kansas to be too high, respectfully ask that a reduction in the distance tariff rates on grain be made which will be more nearly in line with those in effect in surrounding states.

"In 1894 the Board of Railroad Commissioners of Kansas promulgated a 'schedule of reasonable maximum rates,' as shown on pp. 48-51, inclusive, of the Twelfth Annual Report, Board of Railroad Commissioners, 1894. These rates have never been put into effect by the railroads. We have not investigated them except as to grain, and do not ask any action upon them other than upon grain and grain products. The rates on these commodities are now greater than the traffic will bear, and those recommended would afford the railroads reasonable compensation for services rendered. We therefore ask that you promulgate the grain rates as shown on pp. 48-51, inclusive, of the report above referred to, as the maximum rates for the state, and that Kafr-corn be added to the list of articles taking corn rates. We believe with this confirmatory order, that should the railroads decline to obey it, as they have so far refused the entire schedule, the shippers of Kansas can bring sufficient aid to the commission to convince the railroads of the necessity of complying with it."

On May 11, 1896, a copy of the petition and accompanying documents was inclosed to the Board in a letter received from a prominent firm of grain dealers located in central Kansas, which letter read as follows:

"Gentlemen: Herewith we hand you documents which have come to us and other grain dealers at this point, and we are desirous of learning (if you can tell) why this line of rates was not put in force at the time it was made. Can it be enforced by securing the signatures, or why can it not be enforced without? It would seem that your honorable body should have the power to enforce this without such petitions. It is perhaps possible that as this line of rates was made prior to your administration, you may not have known anything about it. There is now going on here in this part of the state quite an agitation in regard to rates south, and it looks to us westerners a little strange that this thing has been resurrected just at this time, and while we look upon it as a good thing, and right in its way, as it will put many dollars into the pockets of the grangers, yet it would seem that your commission

should be able to accomplish it without taking time to fill such petitions. Please return papers promptly with your answer, and oblige."

To this letter the Board directed, on May 13, that answer be made by its Secretary, as follows:

"Gentlemen: I am directed by the Board of Railroad Commissioners to return to you as requested papers inclosed in your letter of the 11th inst., and you will find them herewith.

"As regards the schedule of rates referred to in petition and accompanying documents, I am directed by the Board to say that the former Board made no order in the premises. It simply recommended to the companies that the schedule prepared by it be established as reasonable rates, using language as follows: 'It is recommended by the Board that the foregoing rates, which are found to be reasonable rates, be adopted by the railroad companies of Kansas and made effective August 1, 1894.'

"The former Board took no action which could or can be enforced, and never made any attempt to have the recommendation observed. The power of this Board to declare what are reasonable rates can be invoked only by the complaint of the mayors and councils of cities or by the trustees of townships, under sections 14 and 18 of chapter 124, Laws of 1883, and not by petitions of citizens, and it is evident that the former Board knew that it had no authority to make an order under the petitions which induced its action, for, as already stated, it only recommended—did not order. This Board can acquire no greater jurisdiction by reason of petitions filed with it than did the old Board under the petitions upon which it acted.

"As regards rates upon grain to Gulf ports, you are doubtless aware that the Board has no jurisdiction whatever over them, as they are interstate rates, and the only tribunal which has authority concerning them is the Interstate Commerce Commission. Nevertheless, the Board has been actively engaged in an effort to have these rates adjusted in a manner equitable to the producers of Kansas. The rates between October, 1895, and January 20, 1896, were less than those which had been continuously effective a long time previously to October, 1895. Under the reduced rates there was quite a large amount of grain moved to the Gulf, and the Board was therefore greatly dissatisfied when informed that the railroads contemplated a restoration of the old rates, as it was feared that such action would prevent further southern shipments. The old rates were restored, and became effective January 20, 1896, the Board having been advised that the restoration was intended to be temporary, pending an award of arbitrators to whom the differences among carriers as to Gulf rates had been referred. Three days after the rates were restored, to wit, on January 23, 1896, the Board addressed a letter to each of the railroad companies operating in Kansas, suggesting the importance of early action by the arbitrators, and becoming impatient at the delay of the arbitrators in making the award, the Board again, on February 4, 1896, addressed to each railroad company a letter urging the necessity of immediate action,

and stating that if within a few days the matter was not satisfactorily adjusted that the Board would make formal complaint to the Interstate Commerce Commission. The delay still continuing, the Board, on March 7, 1896, forwarded to the Interstate Commerce Commission the complaint which had been prepared, and requested that commission to set a hearing for an early day, at some point in the West. In the complaint the carriers were charged with violations of the long-and-short-haul clause of the interstate commerce act, and it was alleged also that the rates upon the different grains and their products to Gulf ports were unreasonable and excessive. After the complaint was filed, the award of the arbitrators was made, and the rates prescribed thereby were put in effect, and were such as to relieve carriers of the charge of violating the fourth section of the interstate commerce act; but the charge of excessive rates still stands, and this Board confidently expects that the Interstate Commerce Commission will set a date for the hearing in the early part of June, when it is believed that the matter will be fully investigated, and such an order made as equity requires.

"In addition to the proceedings as above set forth, the Board has corresponded at length with the members of the Kansas delegation in Congress, urging the necessity of federal legislation increasing the authority of the Interstate Commerce Commission, and has also corresponded with the Texas railway commission, with the Nebraska commission, and with commercial bodies in the West, with a view of securing their cooperation in a proper presentation of the matter to the Interstate Commerce Commission.

"The Board has been much interested in the matter of rates to the Gulf, and has left nothing undone that it could do to bring about a proper adjustment."

The case before the Interstate Commerce Commission was set for hearing on June 5, 1896, at Kansas City, Mo. The members of the Board were present at the hearing, and were accompanied by Hon. A. A. Godard, assistant attorney-general of Kansas, who very ably represented the Board on that occasion. For good and sufficient reasons it was thought best to amend the original complaint, and accordingly, by leave of the Interstate Commerce Commission, an amendment to the complaint was filed, which is here set forth at length:

BEFORE THE INTERSTATE COMMERCE COMMISSION.

Samuel T. Howe, J. M. Simpson, and Joseph G. Lowe, constituting and comprising the Board of Railroad Commissioners of the state of Kansas, complainants,

vs.

The Atchison, Topeka & Santa Fe Railway Company; the Houston & Texas Central Railroad Company; the Chicago, Rock Island & Pacific Railway Company; the Texas & Pacific Railway Company; the Kansas City, Fort Scott & Memphis Railroad Company; the Gulf, Colorado & Santa Fe Railway Company; the Missouri,

Kansas & Texas Railway Company; the Missouri Pacific Railway Company; the St. Louis & San Francisco Railway Company, and Aldace F. Walker and John J. McCook, receivers thereof; the Union Pacific Railway Company, and S. H. H. Clark, Oliver W. Mink, E. Ellery Anderson, John W. Doane, and Frederick R. Coudert, receivers thereof; the Chicago, Rock Island & Texas Railway Company; the International & Great Northern Railroad Company, defendants.

AMENDMENT TO PETITION.

Your petitioners charge the said defendants, and each of them, with directly and indirectly charging, demanding, collecting and receiving from persons, firms and corporations shipping grain and its products from points within the state of Kansas to points upon or along the Gulf of Mexico greater compensation for the service rendered upon and along certain portions of the line traversed by such shipment than is charged the same or other persons, firms or corporations shipping grain and its products from the same points to points situate at or east of the Missouri river, and for a service which is identical with a portion of the service to said Gulf points; and that the rates published by said companies for the shipment of grain and the manufactured products thereof show that such unjust discrimination and unlawful charge is made by said companies and each or several of them, and petitioners allege that said defendants and each of them do directly and indirectly charge, demand, collect and receive from persons, firms and corporations a lesser sum and compensation for the service rendered in the transportation of corn and other grains and the manufactured products thereof from points within the state of Kansas to Kansas City and other Missouri river points and to Chicago, St. Louis and other eastern points than they charge, demand, collect or receive from said persons, firms or corporations shipping like corn, grain and the manufactured products thereof to points on the Gulf of Mexico, and in which shipment and transportation the service is alike and similar to the service performed in the transportation of such products to points east of the place of shipment, and that said defendants are thereby guilty of unjust discrimination against the producers of such grain and its products, the shippers thereof and the localities in which the same is raised.

2. The said complainants, further complaining of the said defendants, allege that they and each of them are asking, demanding, charging, receiving and collecting rates for the transportation of grain and the manufactured products thereof from points in Kansas over and along their said lines of road to points upon and along the Gulf of Mexico which are much greater than the rates charged for the transportation of such grain and the manufactured products thereof from said points to eastern points, and that the said defendants ask, demand, charge and receive a greater compensation for the transportation of grain and the manufactured products thereof over a portion of their lines extending from points in Kansas toward the Gulf of Mexico than they ask, demand, charge and receive for the transportation of like grain and the manufactured products thereof

in the same direction over the same portion of said line when the destination of said shipment is for eastern points, the service performed being identical, and that said defendant companies and each of them are thereby guilty of an undue, unreasonable and unjust preference and advantage to persons, companies, firms and corporations shipping said grain and its products to eastern points, to the undue and unreasonable prejudice and disadvantage of persons, companies and corporations shipping said grain and its products to southern points, and to the undue and unreasonable prejudice and disadvantage of the points and localities from which said grain is shipped.

3. Complainants further show that the said defendant companies are each and all guilty of making and giving undue and unreasonable preference to the city of Kansas City and other Missouri river points, and are subjecting Galveston, New Orleans and other Gulf points to undue and unreasonable prejudice and disadvantage in the shipment of grain and the manufactured products thereof by making, demanding, charging and receiving greater sums and compensation for the transportation of such grain and its products from points within the state of Kansas to Gulf points than is charged for like service in the shipment of grain and its products to Kansas City, Missouri river and other eastern points, and in the asking, demanding, charging, collecting and receiving of greater sums for the transportation of grain and the manufactured products thereof over a portion of their lines from points in Kansas to other points along the route toward Gulf points than is charged for the same service in the same direction and over the same portions of said roads when the destination of said shipment is for Kansas City, Missouri river or other eastern points.

4. Your petitioners further show that said defendants and each of them are guilty of making and giving an undue and unreasonable preference and advantage to persons, companies, firms and corporations shipping grain and the manufactured products thereof from points in Kansas to eastern points, by asking, demanding, charging and receiving a less compensation for the transportation of such grain and the manufactured products thereof in an easterly direction within the state of Kansas when such grain and the products thereof are destined for Missouri river or other eastern points than they ask, demand, charge and receive for transporting like grain and the products thereof in the opposite direction over the same lines of road when such shipment is destined to Gulf points, thereby subjecting the persons, companies, firms and corporations shipping such grain and its products and the localities from which the same is shipped to an undue and unreasonable prejudice and disadvantage.

5. Said complainants further allege that said defendants and each of them, while engaged in their said business as common carriers, ask, demand, charge and receive greater compensation in the aggregate for the transportation of grain and the manufactured products thereof, under substantially the same circumstances and conditions, for a shorter than for a longer haul over the same line

and in the same direction, the shorter haul being included within the longer, without having received any permission or authority from the Interstate Commerce Commission of the United States so to do, in that:

By transporting the grain and the products thereof so shipped from points in Kansas to points upon and along the Gulf of Mexico by the way of Kansas City, Mo., through points from which the rates charged to Gulf points over the same lines and for the transportation of the same products are higher than from the initiatory point of such shipment, and that said defendants and each of them are guilty of violating section 4 of the interstate commerce act in divers and sundry methods in the shipment of grain and its products from points in Kansas to points upon the Gulf of Mexico, and in the shipment of grain and its products from points in Kansas to eastern points of destination.

6. Said petitioners, further complaining of said defendants, say that said defendants and each of them are guilty of making unreasonable charges for the transportation of grain and the manufactured products thereof from points in Kansas to points upon the Gulf of Mexico, by charging for the service of such transportation a greater sum and amount than the cost of such service to said defendants or the value of the same to persons desiring to ship grain over such route, and by charging greater sums for such service than is charged by defendants for a like service in other directions under like circumstances and conditions.

Wherefore petitioners pray, in addition to the prayer contained in the original petition filed herein, that the said defendants and each of them may be ordered and directed to refrain from doing each, any and all of the illegal acts hereinbefore complained of.

The case was heard by Hon. W. R. Morrison, chairman of the national commission, the other members of that commission, by reason of other engagements, being absent. The hearing continued through the greater part of June 6, and the developments from the testimony were such that the case assumed great importance, and Chairman Morrison stated that on account of the wide range the case had taken it was proper and necessary that the further hearing of it should be before the whole commission, and accordingly an adjournment was announced, to continue until the time when such a hearing could be had.

One feature of the case developed at the hearing tended to show that some of the carriers had been giving undue and unreasonable preference and advantage to certain shippers, and this line of investigation was continued in an independent proceeding instituted by the Interstate Commerce Commission, for the purposes of which, sittings of the commission were had at Chicago, Kansas City, and St. Louis.

Shortly after the hearing of June 5—and the Board thinks it does not err in saying, because of disclosures at the hearing—a rate

war began among the carriers, and had not ceased on September 25, 1896, the date appointed for a further hearing.

When the case was called on that day, four of the five members of the commission being present, the situation was such as to compel the Board to admit that the rates then in effect by reason of the war in rates were lower than might be reasonably expected to be made permanent, and that the grievances complained of were at least temporarily suspended, thereby removing any ground for the introduction of testimony at that time. It further appeared by statements of counsel of certain of the carriers that an adjustment of differences on a basis which it was expected would satisfy all interests was progressing to an early conclusion. It was distinctly stated by some of the attorneys for railroads, with the apparent approval of all railway representatives present, for there was no dissent, that rates would never again be as high as they had been in the past.

Intervening petitions had been filed by the Merchants' Exchange of St. Louis, the Board of Trade of Kansas City, Mo., and the Kansas Millers' Association.

After hearing evidence introduced on behalf of the Kansas Millers' Association, the case was continued by the commission to a time to be thereafter named, when all parties in interest might appear and be further heard upon the questions at issue.

An adjustment of the differences among the railroads was consummated during October, 1896, by an agreement as to rate schedules to become effective November 2, 1896, at which date the rates agreed upon were put in force by all roads operating in Kansas and by lines connecting with them under joint traffic arrangements.

It is safe to assume that rates upon grain from Kansas points will never again be higher than those contained in the tariffs which became effective November 2, 1896. It becomes interesting then to note the permanent reduction in rates made between the first days of October, 1895, and November 2, 1896, and for illustration, a number of points in Kansas along the lines of the Atchison, Topeka & Santa Fe and the Chicago, Rock Island & Pacific Railway Companies have been selected, and tables prepared and subjoined showing how rates on wheat and corn from these points to Chicago, Ill., and Galveston, Tex., have been reduced.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

| To CHICAGO, ILL., From | Rates in cents per 100 pounds. | | | | | |
|------------------------------|---|---|------------------------------------|---|---|------------------------------------|
| | Wheat. | | | Corn. | | |
| | In force previous to Oct., 1895. | In effect Nov. 2, 1896, and since. | Per cent. of reduc- tion. | In force previous to Oct., 1895. | In effect Nov. 2, 1896, and since. | Per cent. of reduc- tion. |
| Caldwell..... Kas. | .32 | .26 | .1875 | .27 | .22 | .1851 |
| Wichita..... " | .30 | .26 | .1333 | .25 | .22 | .1200 |
| White Water..... " | .30 | .26 | .1333 | .25 | .22 | .1200 |
| Marion..... " | .29 | .26 | .1084 | .24 | .22 | .0833 |
| Herington..... " | .28 | .26 | .0714 | .23 | .22 | .0484 |
| Alma..... " | .27 | .24½ | .0925 | .22 | .19½ | .1136 |
| Topeka..... " | .27 | .21 | .2222 | .22 | .17 | .2272 |
| Holton..... " | .25 | .21 | .1600 | .21 | .17 | .1904 |
| Horton..... " | .24 | .21 | .1250 | .20 | .17 | .1500 |
| Pratt..... " | .32 | .30 | .0625 | .27 | .25 | .0740 |
| Hutchinson..... " | .30 | .27 | .1000 | .25 | .23 | .0800 |
| McPherson..... " | .30 | .27 | .1000 | .25 | .23 | .0800 |
| Salina..... " | .29 | .27 | .0689 | .24 | .23 | .0416 |
| Abilene..... " | .28 | .26½ | .0635 | .23 | .22½ | .0217 |
| Belleville..... " | .30 | .28 | .0666 | .25 | .23 | .0800 |
| Clay Centre..... " | .28 | .23½ | .0535 | .23 | .21½ | .0652 |
| Manhattan..... " | .27 | .25 | .0740 | .22 | .20 | .0909 |
| Average reduction..... | | | .10½ | | | .10½ |

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY COMPANY.

| To GALVESTON, TEX., From | Rates in cents per 100 pounds. | | | | | |
|--------------------------------|---|---|------------------------------------|---|---|------------------------------------|
| | Wheat. | | | Corn. | | |
| | In force previous to Oct., 1895. | In effect Nov. 2, 1896, and since. | Per cent. of reduc- tion. | In force previous to Oct., 1895. | In effect Nov. 2, 1896, and since. | Per cent. of reduc- tion. |
| Belleville..... Kas. | .37 | .33 | .1081 | .35 | .28 | .2000 |
| Clay Centre..... " | .37 | .35 | .1081 | .35 | .28 | .2000 |
| Manhattan..... " | .35 | .31 | .1142 | .33 | .26 | .2121 |
| Horton..... " | .35 | .31 | .1142 | .33 | .26 | .2121 |
| Holton..... " | .35 | .31 | .1142 | .33 | .26 | .2121 |
| Topeka..... " | .35 | .31 | .1142 | .33 | .26 | .2121 |
| Alma..... " | .35 | .31 | .1142 | .33 | .26 | .2121 |
| Salina..... " | .35 | .33 | .0671 | .33 | .28 | .1515 |
| Abilene..... " | .35 | .32 | .0857 | .33 | .27 | .1818 |
| Pratt..... " | .37 | .35 | .0540 | .35 | .30 | .1428 |
| Hutchinson..... " | .35 | .32 | .0857 | .33 | .27 | .1818 |
| McPherson..... " | .35 | .32 | .0857 | .33 | .27 | .1818 |
| Herington..... " | .35 | .31 | .1142 | .33 | .26 | .2121 |
| Marion..... " | .35 | .31 | .1142 | .33 | .26 | .2121 |
| White Water..... " | .35 | .31 | .1142 | .33 | .26 | .2121 |
| Wichita..... " | .35 | .31 | .1142 | .33 | .26 | .2121 |
| Caldwell..... " | .35 | .31 | .1142 | .33 | .26 | .2121 |
| Average reduction..... | | | .10½ | | | .19½ |

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.

| To CHICAGO, ILL., From | | Rates in cents per 100 pounds. | | | | | |
|------------------------------|-----|---|---|------------------------------------|---|---|------------------------------------|
| | | Wheat. | | | Corn. | | |
| | | In force previous to Oct., 1895. | In effect Nov. 2, 1896, and since. | Per cent. of reduc- tion. | In force previous to Oct., 1895. | In effect Nov. 2, 1896, and since. | Per cent. of reduc- tion. |
| Arkansas City..... Kas. | .32 | .26 | .1875 | .27 | .22 | .1851 | |
| Great Bend..... " | .31 | .30 | .0822 | .26 | .25 | .0894 | |
| Sterling..... " | .30 | .29 | .0833 | .25 | .24½ | .0200 | |
| Hutchinson..... " | .30 | .27 | .1000 | .25 | .23 | .0800 | |
| Newton..... " | .30 | .26 | .1333 | .25 | .22 | .1200 | |
| Peabody..... " | .29 | .26 | .1034 | .24 | .22 | .0833 | |
| Strong City..... " | .28 | .26 | .0714 | .23 | .21 | .0869 | |
| Emporia..... " | .28 | .26 | .0714 | .23 | .21 | .0869 | |
| Osage City..... " | .27 | .23½ | .1296 | .22 | .19 | .1363 | |
| Lawrence..... " | .26 | .21 | .1923 | .21 | .17 | .1904 | |
| Ottawa..... " | .27 | .21 | .2222 | .22 | .17 | .2272 | |
| Garnett..... " | .27 | .22½ | .1666 | .23 | .18½ | .1956 | |
| Iola..... " | .27 | .23 | .1481 | .23 | .18½ | .1956 | |
| Erie..... " | .27 | .23 | .1481 | .23 | .18½ | .1956 | |
| Independence..... " | .27 | .23 | .1481 | .23 | .18½ | .1956 | |
| Eureka..... " | .30 | .26 | .1333 | .25 | .21 | .1600 | |
| Yates Center..... " | .27 | .23 | .1481 | .23 | .18½ | .1956 | |
| Average reduction..... | | | .1217½ | | | .1417½ | |

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.

| To GALVESTON, TEX., From | | Rates in cents per 100 pounds. | | | | | |
|--------------------------------|-----|---|---|------------------------------------|---|---|------------------------------------|
| | | Wheat. | | | Corn. | | |
| | | In force previous to Oct., 1895. | In effect Nov. 2, 1896, and since. | Per cent. of reduc- tion. | In force previous to Oct., 1895. | In effect Nov. 2, 1896, and since. | Per cent. of reduc- tion. |
| Lawrence..... Kas. | .31 | .31 | | .27 | .26 | .0870 | |
| Osage City..... " | .34 | .31 | .0882 | .29 | .26 | .1034 | |
| Emporia..... " | .34 | .31 | .0882 | .29 | .26 | .1034 | |
| Strong City..... " | .34 | .31 | .0882 | .29 | .26 | .1034 | |
| Peabody..... " | .34 | .31 | .0882 | .29 | .26 | .1034 | |
| Newton..... " | .34 | .31 | .0882 | .29 | .26 | .1034 | |
| Great Bend..... " | .35 | .35 | | .30 | .30 | | |
| Sterling..... " | .35 | .34 | .0285 | .30 | .29½ | .0166 | |
| Hutchinson..... " | .35 | .32 | .0857 | .30 | .27 | .1000 | |
| Ottawa..... " | .31 | .31 | | .27 | .26 | .0870 | |
| Garnett..... " | .31 | .31 | | .27 | .26 | .0870 | |
| Iola..... " | .31 | .31 | | .27 | .26 | .0870 | |
| Erie..... " | .31 | .31 | | .27 | .26 | .0870 | |
| Independence..... " | .31 | .31 | | .27 | .26 | .0870 | |
| Eureka..... " | .31 | .31 | | .27 | .26 | .0870 | |
| Yates Center..... " | .31 | .31 | | .27 | .26 | .0870 | |
| Arkansas City..... " | .34 | .31 | .0882 | .29 | .26 | .1034 | |
| Average reduction..... | | | .0317½ | | | .0617½ | |

The rates tabulated as in force previous to October, 1895, were obtained from the railroad companies; those of November 2, 1896, were taken from the tariffs filed in the office of the Board. The average percentages of reduction from the points named to Chicago and Galveston are summarized as follows:

| | TO CHICAGO. | | TO GALVESTON. | |
|--|----------------------|----------------------|----------------------|----------------------|
| | Wheat. | Corn. | Wheat. | Corn. |
| Chicago, Rock Island & Pacific Rly. Co. | .10 $\frac{88}{100}$ | .10 $\frac{32}{100}$ | .10 $\frac{15}{100}$ | .19 $\frac{76}{100}$ |
| Atchison, Topeka & Santa Fe Rly. Co. | .12 $\frac{74}{100}$ | .14 $\frac{7}{100}$ | .09 $\frac{27}{100}$ | .06 $\frac{7}{100}$ |

If a similar comparison were made from all Kansas points or even from a greater number than has been used, the percentages would doubtless vary somewhat, but the showing made clearly indicates a not insignificant reduction in rates.

Whether the proceedings brought by the Board before the Interstate Commerce Commission and yet pending, will, when concluded, result in a still further reduction cannot of course be stated.

REVIEW OF STATISTICAL TABLES.

MILEAGE OPERATED, ENTIRE LINE.

Line of Operating Companies represented by Capital Stock:

| | | |
|--|-----------|-----------|
| Main line, single track | 10,684.39 | |
| Branches and spurs, single track | 11,929.81 | |
| Total single track | | 22,624.20 |
| Main line, second track | 555.31 | |
| Branches and spurs, second track | 20.18 | |
| Total second track | | 575.49 |
| Main line, third track | 43.41 | |
| Total third track | | 43.41 |
| Main line, fourth track | .87 | |
| Total fourth track | | .87 |
| Main line, yard track and sidings | 2,955.06 | |
| Branches and spurs, yard track and sidings | 1,781.99 | |
| Total yard track and sidings | | 4,737.05 |
| Total mileage, operating companies | | 27,981.02 |

Line of Proprietary Companies:

| | | |
|--|----------|----------|
| Single track | 2,024.57 | |
| Second track | 8.38 | |
| Yard track and sidings | 231.54 | |
| Total mileage, proprietary companies | | 2,264.49 |

Line of Leased Companies:

| | | |
|--------------------------------------|----------|----------|
| Single track | 1,425.87 | |
| Yard track and sidings | 124.91 | |
| Total mileage leased companies | | 1,550.78 |

Line of Companies Operated under Trackage Rights:

| | | |
|---|--------|------------------|
| Single track..... | 873.85 | |
| Second track..... | 10.56 | |
| Yard track and sidings..... | 33.61 | |
| Total mileage operated under trackage rights..... | | <u>918.02</u> |
| Grand total mileage operated..... | | <u>32,714.31</u> |

Recapitulation:

| | |
|------------------------------|-------------------------|
| Single track..... | 26,948.49 |
| Second track..... | 594.43 |
| Third track..... | 43.41 |
| Fourth track..... | .87 |
| Total..... | <u>27,587.20</u> |
| Yard tracks and sidings..... | 5,127.11 |
| Grand total..... | <u><u>32,714.31</u></u> |

MILEAGE OPERATED IN KANSAS (SINGLE TRACK):

| | |
|---|------------------------|
| Main line..... | 2,750.53 |
| Branches and spurs..... | 3,759.71 |
| Line of proprietary companies..... | 1,499.69 |
| Line under lease..... | 802.97 |
| Total..... | <u>8,812.90</u> |
| Lines operated under trackage rights..... | 167.80 |
| Grand total mileage operated in Kansas..... | <u><u>8,980.70</u></u> |

MILEAGE OWNED IN KANSAS (SINGLE TRACK):

| | |
|-------------------------|------------------------|
| Main line..... | 5,061.69 |
| Branches and spurs..... | 3,818.03 |
| Total..... | <u><u>8,879.72</u></u> |

In the total mileage owned in Kansas is included .46 of a mile of new line constructed by the Union Terminal railroad during the year.

Mileage reported for 1896 as owned in Kansas is 8.41 miles less than reported for 1895, and is accounted for as follows:

DECREASE.

| | |
|--|--------------|
| Atchison, Topeka & Santa Fe (abandoned and torn up between Halstead and Sedgwick)..... | 8.89 |
| Chicago, Burlington & Quincy, in reporting mileage..... | .19 |
| Leavenworth Terminal Railway and Bridge Company, in reporting mileage..... | .80 |
| Kansas City & South Western, by change in track connection.... | .53 |
| Lawrence & Emporia, in reporting mileage..... | 1.26 |
| Total decrease..... | <u>11.67</u> |

INCREASE.

| | |
|---|-------------|
| Union Terminal, new line..... | .46 |
| Missouri, Kansas & Texas, in reporting mileage..... | 2.41 |
| Missouri Pacific, in reporting mileage..... | .39 |
| Total increase..... | <u>3.26</u> |
| Net decrease..... | <u>8.41</u> |

Of the 8,879.72 miles owned in Kansas, 8,812.90 are reported as operated, leaving 66.82 miles not operated. This mileage not operated includes 35.43 miles of the A. T. & S. F. between Scott City and the west line of Wichita county, the operation of which was suspended May 3, 1896.

Seventy-five one-hundredths (.75) of a mile owned by the Leavenworth Terminal Railway and Bridge Company and operated jointly by the Kansas City, St. Joe & Council Bluffs, the Chicago, Rock Island & Pacific, and the Chicago Great Western railways, but not reported operated by them.

Also 30.64 miles of the Lawrence & Emporia railroad not operated.

CAPITAL STOCK.

| | |
|---|------------------|
| Number of shares authorized, entire line..... | 8,856,741 |
| Total par value authorized, entire line..... | \$883,674,100.00 |
| Total amount issued and outstanding, entire line..... | \$715,080,796.99 |
| Mileage for division of capital stock, entire line..... | 30,553.20 |
| Stock per mile of road, entire line..... | \$23,404.44 |
| Mileage in Kansas for division of capital stock reported..... | 8,879.72 |
| Stock per mile of road in Kansas (estimated)..... | \$21,002.62 |
| Stock representing road in Kansas (estimated)..... | \$186,497,372.11 |
| Amount of stock held in Kansas..... | \$1,622,300.00 |
| Total number of stockholders..... | 30,741 |

The capital stock outstanding June 30, 1896, exceeded by \$128,233,117 the amount reported June 30, 1895, itemized differences being as follows :

| | |
|------------------------------------|---------------|
| INCREASE. | |
| Atchison, Topeka & Santa Fe..... | \$131,486,000 |
| Chicago Great Western..... | 215,442 |
| Kansas City, Pittsburg & Gulf..... | 5,566,000 |
| Denison & Washita Valley..... | 305,000 |
| Missouri, Kansas & Easter..... | 4,500,000 |
| Missouri Pacific..... | 5,675 |
| Total increase..... | \$142,078,117 |
| DECREASE. | |
| Hutchinson & Southern..... | \$6,295,000 |
| Missouri, Kansas & Texas..... | 7,550,000 |
| Total decrease..... | 13,845,000 |
| Net increase..... | \$128,233,117 |

DEBT.

| | | | |
|--|--------------------------------|------------------|--|
| Funded debt. { | Mortgage bonds..... | \$537,417,861.57 | |
| | Miscellaneous obligations..... | 167,351,544.10 | |
| | Income bonds..... | 52,834,500.00 | |
| Total funded debt..... | | \$793,603,905.67 | |
| Mileage for division of funded debt..... | 28,128.95 | | |
| Funded debt per mile of road..... | \$28,213.06 | | |
| Current liabilities..... | | \$54,381,812.72 | |

| | | |
|--|-------------|------------------|
| Mileage for division of current liabilities..... | 28,128.95 | |
| Current liabilities per mile of road..... | \$2,018.60 | |
| Total debt per mile of road..... | \$30,146.36 | |
| Mileage in Kansas for division of total debt reported..... | 8,792.00 | |
| Total debt per mile of road in Kansas..... | \$28,599.07 | |
| Total debt representing roads in Kansas, estimated..... | | \$251,443,079.74 |

The difference of 2,424.25 miles between the mileage for division of capital stock and that for division of funded debt and current liabilities is apportioned to the different roads as follows:

| | |
|--|----------|
| Atchison, Topeka & Santa Fe..... | 2,179 27 |
| Peoria & Bureau Valley, no funded debt reported..... | 46 70 |
| Leavenworth, Topeka & Southwestern, no funded debt reported..... | 46 57 |
| Wichita Falls, no funded debt reported..... | 17 88 |
| Boonville, St. Louis & Southern, no funded debt reported..... | 43 95 |
| Nevada & Minden, no funded debt reported..... | 32 56 |
| Nevada & Minden Railway in Kansas, no funded debt reported..... | 41 15 |
| Omaha Belt, no funded debt reported..... | 16 17 |
| Total difference..... | 2,424.25 |

The Atchison, Topeka & Santa Fe reports for division of capital stock 8,806.97 miles of road; for division of funded debt, 6,627.70 miles — the difference being the miles of certain other roads, the stock of which has been acquired by the Atchison, Topeka & Santa Fe in exchange for its own stock.

The funded debt reported for the year ending June 30, 1896, is \$39,910,889.66 less than the funded debt of the previous year, and is accounted for as follows:

| | | |
|--|-----------------|------------------------|
| DECREASE. | | |
| Atchison, Topeka & Santa Fe..... | \$70,331,339 59 | |
| St. Louis & San Francisco..... | 53,757 20 | |
| Fort Smith & Van Buren..... | 17,000 00 | |
| Chicago Great Western..... | 146,000 00 | |
| Union Pacific..... | 2,048,504 00 | |
| Total decrease..... | | \$72,597,055 53 |
| INCREASE. | | |
| Kansas Midland..... | \$1,072,000 00 | |
| Chicago, Burlington & Quincy..... | 1,695,500 00 | |
| Chicago, Rock Island & Pacific..... | 4,593,000 00 | |
| Kansas City Belt..... | 20,000 00 | |
| Kansas City, Fort Scott & Memphis..... | 487,000 00 | |
| Kansas City, Pittsburg & Gulf..... | 5,566,000 00 | |
| Union Terminal..... | 250,000 00 | |
| Missouri, Kansas & Texas..... | 5,168,000 00 | |
| Denison & Washita Valley..... | 1,000,000 00 | |
| Missouri, Kansas & Eastern..... | 4,500,000 00 | |
| Missouri Pacific..... | 8,256,000 00 | |
| Central Branch of Union Pacific..... | 78,000 87 | |
| Total increase..... | | 32,686.165 87 |
| Net decrease..... | | <u>\$39,910,889 66</u> |
| Current liabilities, 1895..... | \$77,999,096 32 | |
| Current liabilities, 1896..... | 54,381,812 72 | |
| Decrease..... | | <u>\$23,617,283 60</u> |

As an offset to current liabilities, the roads report on hand June 30, 1896, cash and current assets amounting to \$35,052,529.33. The *Decrease of Liabilities* is distributed among the roads as follows :

| DECREASE. | |
|---|------------------------|
| Atchison, Topeka & Santa Fe..... | \$21,860,520 61 |
| Chicago, Burlington & Quincy..... | 1,663,213 09 |
| Chicago, Rock Island & Pacific..... | 159,686 43 |
| Kansas City Belt..... | 6,960 51 |
| Kansas City, Fort Scott & Memphis..... | 630,131 33 |
| Kansas City, Clinton & Springfield..... | 39,366 13 |
| Missouri, Kansas & Texas..... | 1,381,571 03 |
| Missouri Pacific..... | 3,286,126 37 |
| Kansas City & Southwestern of Missouri..... | 356,070 00 |
| Pueblo & State Line..... | 737,750 00 |
| Pacific Railway in Nebraska..... | 425,834 55 |
| St. Louis, Oak Hill & Carondelet..... | 180,000 00 |
| Total decrease..... | <u>\$30,727,230 05</u> |

| INCREASE. | |
|---|-------------------------------|
| St. Louis & San Francisco..... | \$734,271 98 |
| Kansas City & Southwestern..... | 23,452 91 |
| St. Louis, Kansas & Southwestern..... | 22,001 46 |
| Chicago Great Western..... | 792,416 96 |
| Hutchinson & Southern..... | 783,795 67 |
| Kansas City, Pittsburg & Gulf..... | 32,315 24 |
| Leavenworth Terminal Railway and Bridge Co. | 11,680 57 |
| Manhattan, Alma & Burlingame..... | 13,163 76 |
| Kanopolis & Kansas Central..... | 13,500 00 |
| Kansas City & Southwestern..... | 33,000 00 |
| Kansas & Colorado Pacific..... | 1,463,720 00 |
| Kansas Southwestern..... | 22,320 00 |
| Rooks County Railroad..... | 16,500 00 |
| Central Branch Union Pacific..... | 249,256 96 |
| Atchison, Colorado & Pacific..... | 62,649 77 |
| Atchison, Jewell County & Western..... | 6,637 08 |
| Kansas City Northwestern..... | 46,127 95 |
| Union Pacific..... | 1,228,683 86 |
| Junction City & Ft. Kearney..... | 89,201 43 |
| Kansas Central..... | 110,412 09 |
| Lawrence & Emporia..... | 505,812 61 |
| Omaha & Republican Valley..... | 283,684 35 |
| St. Joe & Grand Island..... | 116,422 98 |
| Salina & Southwestern..... | 32,400 00 |
| Solomon..... | 34,500 00 |
| Union Pacific, Lincoln & Colorado..... | 218,875 00 |
| Wichita & Western..... | 163,143 82 |
| Total increase..... | <u>\$7,109,946 45</u> |
| Net decrease..... | <u><u>\$23,617,283 60</u></u> |

CAPITAL STOCK AND DEBT.

| | |
|--|-------------------------------|
| Capital stock..... | \$715,080,796 99 |
| Funded debt..... | 793,603,905 67 |
| Current liabilities..... | 54,381,812 72 |
| Total stock and debt..... | <u>\$1,563,066,515 38</u> |
| Stock and debt per mile of road, entire line..... | \$51,158 84 |
| Mileage in Kansas for division of stock and debt reported (av.)..... | 8,879 72 |
| Stock and debt per mile of road in Kansas..... | \$49,319 17 |
| Stock and debt representing road in Kansas..... | <u>\$437,940,451 85</u> |
| Capital stock and debt, entire line, 1896..... | \$1,563,066,515 38 |
| Capital stock and debt, entire line, 1895..... | 1,498,361,571 64 |
| Increase..... | <u><u>\$64,704,943 74</u></u> |

The items of increase and decrease of capital stock, funded debt and current liabilities heretofore given account for the above increase.

COST OF ROAD AND EQUIPMENT.

| | |
|---|--------------------|
| Total cost to June 30, 1896, entire line..... | \$1,309,387,166 56 |
| Cost per mile of road entire line..... | 55,031 92 |
| Cost per mile of road in Kansas..... | 51,490 80 |
| Total cost of road in Kansas (estimated)..... | 457,223,895 93 |

INCOME AND DEDUCTIONS, ENTIRE LINE.

| INCOME. | | |
|--|------------------------|--|
| From operation..... | \$37,363,605 89 | |
| From dividends and stocks owned..... | 1,807,675 46 | |
| From interest on bonds owned..... | 1,299,714 81 | |
| From miscellaneous income less expenses..... | 1,568,310 39 | |
| Total..... | \$42,039,306 55 | |
| Deficit..... | 29,920 56 | |
| Total income..... | \$42,009,385 99 | |
| DEDUCTIONS. | | |
| Interest on funded debt accrued..... | \$26,095,048 65 | |
| Interest on current liabilities accrued..... | 3,307,254 36 | |
| Rents..... | 1,345,511 40 | |
| Taxes..... | 5,799,963 67 | |
| Other deductions..... | 2,131,390 35 | |
| Total deductions..... | 38,679,168 43 | |
| Net income..... | \$3,330,217 56 | |

DIVIDENDS AND SURPLUS, ENTIRE LINE.

The following table gives the surplus and deficit for the years 1895 and 1896 of each operating road reporting to the Board :

| NAMES OF ROADS. | Surplus. | | Deficit. | |
|--|------------------------|------------------------|------------------------|------------------------|
| | 1895. | 1896. | 1895. | 1896. |
| Atochison, Topeka & Santa Fe..... | \$13,506 84 | \$141,720 18 | | |
| St. Louis & San Francisco..... | 2,372,804 40 | 2,153,954 67 | | |
| Chicago, Burlington & Quincy..... | 9,278,490 41 | 9,368,878 20 | | |
| Chicago Great Western..... | | | \$370,561 91 | \$208,568 26 |
| Chicago, Rock Island & Pacific..... | 688,833 43 | 1,277,942 06 | | |
| Hutchinson & Southern..... | | | 203,372 49 | 246,803 87 |
| Kansas City Belt..... | 81,548 51 | 88,023 96 | | |
| Kansas City, Fort Scott & Memphis..... | 689,443 32 | 748,699 23 | | |
| Kansas City, Clinton & Springf..... | | | 410,022 36 | 407,807 76 |
| Kansas City, Pittsburg & Gulf..... | 58,379 98 | 163,083 91 | | |
| Leaven'gh, Topeka & Southwestern..... | | | 27,024 23 | 12,542 39 |
| Manhattan, Alma & Burlingame..... | | | 227,403 06 | 241,022 32 |
| Missouri, Kansas & Texas..... | 443,879 38 | 460,272 42 | | |
| Missouri Pacific..... | 1,607,952 09 | 230,453 24 | | |
| Central Branch of Union Pacific..... | | | 2,280,093 04 | 2,532,994 08 |
| Kansas City Northwestern..... | | | 35,560 91 | 68,254 04 |
| Union Pacific..... | 7,155,431 80 | 7,127,344 38 | | |
| Junction City & Fort Kearney..... | | | 1,129,059 66 | 1,218,261 09 |
| Kansas Central..... | | | 2,198,192 28 | 2,357,844 37 |
| Omaha & Republican Valley..... | | | 3,814,733 86 | 4,015,098 30 |
| St. Joseph & Grand Island..... | | | 588,897 20 | 1,114,044 41 |
| Salina & Southwestern..... | | | 333,165 61 | 385,037 30 |
| Solomon..... | | | 84,373 50 | 100,502 63 |
| Union Pacific, Lincoln & Colo..... | | | 481,639 98 | 739,326 66 |
| Wichita & Western..... | | | 944,607 22 | 1,106,436 26 |
| Totals..... | \$22,389,970 16 | \$21,760,372 25 | \$13,128,707 31 | \$14,734,597 73 |

During the year, the Chicago, Burlington & Quincy Railroad Company paid a 4 per cent. dividend on common stock, amounting to \$3,280,109, this amount being \$15,827.41 less than the net earnings of the year. Only 259 $\frac{1}{10}$ % of the 5,709 $\frac{1}{10}$ % miles of this road are in Kansas.

The Chicago, Rock Island & Pacific Railway Company paid from net earnings a dividend of 2 per cent., amounting to \$923,116, and there remained of the earnings for the year a surplus of \$589,108.63.

Of the 26 operating roads which report to this Board, none others than the two named paid dividends.

EARNINGS FROM OPERATION, ENTIRE LINE.

| PASSENGER EARNINGS. | | |
|---|-----------------|------------------|
| Passenger | \$24,879,503 66 | |
| Mail | 5,424,952 94 | |
| Express | 2,942,696 95 | |
| Extra baggage and storage..... | 377,912 70 | |
| Other earnings..... | 299,981 05 | |
| Total passenger earnings..... | | \$33,925,047 30 |
| FREIGHT EARNINGS. | | |
| Freight | \$81,377,394 87 | |
| Stock-yards | 62,888 50 | |
| Other earnings | 81,157 74 | |
| Total freight earnings..... | | 81,521,441 11 |
| OTHER EARNINGS. | | |
| Car-mileage credit balance..... | \$346,192 09 | |
| Switching charges credit balance..... | 984,102 14 | |
| Telegraph companies..... | 142,728 06 | |
| Rents from tracks, yards, and terminals..... | 961,895 89 | |
| Rents not otherwise provided for..... | 501,177 45 | |
| Other sources | 1,037,951 41 | |
| Total other earnings..... | | 4,974,047 04 |
| Total earnings..... | | \$119,420,535 45 |
| Total earnings from operation in Kansas (14 roads, 12 not reporting)..... | | \$2,418,332.57. |

OPERATING EXPENSES, ENTIRE LINE.

| | | |
|---|-----------------|-----------------|
| Maintenance of way and structures | \$18,473,679 81 | |
| Maintenance of equipment..... | 13,437,466 47 | |
| Conducting transportation..... | 44,966,505 29 | |
| General expenses..... | 5,055,461 59 | |
| Total operating expenses..... | | \$81,933 113 16 |

OPERATING EXPENSES, STATE OF KANSAS.

(14 roads, 12 not reporting.)

| | | |
|--|--------------|----------------|
| Maintenance of way and structures | \$602,628 49 | |
| Maintenance of equipment..... | 252,808 71 | |
| Conducting transportation..... | 1,101,875 31 | |
| General expenses..... | 111,855 60 | |
| Total..... | | \$2,069,168 11 |
| Percentage of operating expenses to earnings, entire line..... | | 68.61 |
| Percentage of operating expenses to earnings, Kansas (14 roads, 12 not reporting)..... | | 85.56 |

EMPLOYEES AND SALARIES, ENTIRE LINE.

| EMPLOYEES (NUMBER). | | |
|--|----------------|-----------------|
| General administration..... | 4,113 | |
| Maintenance of way and structures..... | 27,216 | |
| Maintenance of equipment..... | 18,366 | |
| Conducting transportation..... | 33,149 | |
| Total..... | | 82,844 |
| SALARIES. | | |
| General administration..... | \$4,528,368 13 | |
| Maintenance of way and structures..... | 11,061,691 61 | |
| Maintenance of equipment..... | 9,961,009 17 | |
| Conducting transportation..... | 23,983,235 54 | |
| Total..... | | \$49,534,304 45 |

EMPLOYEES AND SALARIES, STATE OF KANSAS.

(23 roads, 3 not reporting.)

| EMPLOYEES (NUMBER). | | |
|--|--------------|-----------------|
| General administration..... | 1,014 | |
| Maintenance of way and structures..... | 7,753 | |
| Maintenance of equipment..... | 4,321 | |
| Conducting transportation..... | 7,477 | |
| Total..... | | 20,565 |
| SALARIES. | | |
| General administration..... | \$914,078 72 | |
| Maintenance of way and structures..... | 2,798,012 98 | |
| Maintenance of equipment..... | 2,061,741 90 | |
| Conducting transportation..... | 4,697,812 63 | |
| Total..... | | \$10,471,646 23 |

COMPARATIVE STATEMENTS.

The present system of railroad accounting does not admit of an ascertainment of the quantity of purely state traffic; therefore the comparisons shown on following pages cover entire railroad systems that are operated partly or wholly in Kansas. The entire mileage and that portion of the mileage in Kansas are given, in order to permit, if desired, a proportionate division of the results of operation. The Leavenworth, Topeka & Southwestern railroad is omitted from the comparisons because of insufficient information reported.

Traffic Earnings.

| NAME OF ROAD. | Mileage operated. | | Year ending June 30, 1898. | Year ending June 30, 1896. | Increase. | Decrease. |
|---|-------------------|------------|----------------------------|----------------------------|----------------|----------------|
| | Entire line. | In Kansas. | | | | |
| Atchison, Topeka & Santa Fe..... | 4,528.16 | 2,438.86 | \$21,210,738.07 | \$21,210,738.07 | \$892,698.41 | \$25,412.66 |
| St. Louis & San Francisco..... | 1,328.17 | 435.07 | 6,056,011.75 | 6,056,011.75 | 1,946,291.77 | |
| Chicago, Burlington & Quincy..... | 5,870.48 | 259.62 | 25,618,452.74 | 25,618,452.74 | 1,111,131.17 | |
| Chicago, Great Western..... | 981.20 | 32.91 | 4,704,160.52 | 4,704,160.52 | 877,147.96 | |
| Chicago, Rock Island & Pacific..... | 3,571.41 | 1,124.30 | 17,081,885.95 | 17,081,885.95 | 1,609.89 | |
| Hutchinson & Southern..... | 82.20 | 82.20 | 56,050.48 | 57,660.37 | | 25,862.06 |
| Kansas City Belt..... | 10.00 | 2.87 | 238,741.50 | 212,898.44 | | |
| Kansas City, Fort Scott & Memphis..... | 708.27 | 256.94 | 3,902,635.56 | 3,925,683.60 | 23,068.04 | |
| Kansas City, Clinton & Springfield..... | 162.63 | 11.62 | 403,915.98 | 403,915.98 | | 10,411.79 |
| Kansas City, Pittsburg & Gulf..... | 466.20 | 18.38 | 436,747.69 | 559,020.19 | 122,272.50 | |
| Manhattan, Alma & Burlingame..... | 56.62 | 36.404.31 | 42,105.96 | 42,105.96 | 5,701.65 | |
| Missouri, Kansas & Texas..... | 2,197.28 | 444.01 | 11,086,987.35 | 11,086,987.35 | 488,299.79 | 507,376.21 |
| Missouri Pacific..... | 3,164.25 | 1,827.76 | 11,057,329.54 | 11,545,629.33 | 101,921.24 | |
| Central Branch..... | 388.19 | 388.19 | 600,981.18 | 702,902.42 | 291,901.29 | |
| Kansas City Northwestern..... | 153.48 | 153.48 | 264,796.19 | 281,901.29 | 27,105.10 | |
| Union Pacific..... | 1,835.96 | 490.83 | 14,598,537.20 | 14,083,347.85 | | 515,189.35 |
| Junction City & Fort Kearney..... | 88.00 | 88.00 | 93,342.97 | 83,432.48 | 89.51 | |
| Kansas Central..... | 165.92 | 165.92 | 134,123.61 | 140,846.81 | 6,723.20 | |
| Omaha & Republican Valley..... | 482.04 | 67.60 | 676,783.07 | 676,783.07 | 38,993.67 | |
| St. Joseph & Grand Island..... | 251.06 | 138.37 | 646,219.24 | 630,228.60 | | 15,990.64 |
| Salina & Southwestern..... | 35.47 | 35.47 | 41,189.73 | 39,482.49 | | 1,697.24 |
| Solomon..... | 57.04 | 57.04 | 85,886.21 | 79,030.43 | | 6,855.78 |
| Union Pacific, Lincoln & Colorado..... | 225.35 | 225.35 | 189,348.54 | 161,690.06 | | 27,658.48 |
| Wichita & Western..... | 124.65 | 124.65 | 80,590.28 | 71,975.88 | | 8,614.40 |
| Total mileage..... | 26,883.95 | 8,916.16 | \$114,838,845.31 | \$119,376,783.63 | \$5,683,006.83 | \$1,145,068.61 |
| Total earnings..... | | | | | 4,537,948.32 | |
| Net increase..... | | | | | | |

Compared with 1894, the traffic earnings of the roads named in the statement decreased in 1895 \$10,517,608.70. It will be noticed that for 1896 there is an increase over 1895 of \$4,537,948.32.

Operating Expenses.

| NAME OF ROAD. | Mileage. | | Year ending June 30, 1895. | Year ending June 30, 1896. | Increase. | Decrease. |
|------------------------------------|-----------------|---------------|-------------------------------|-------------------------------|----------------|----------------|
| | Entire line. | In Kansas. | | | | |
| Atchison, Topeka & Santa Fe | 4,528.16 | 2,438.86 | \$15,885,121.90 | \$15,589,772.84 | 295,349.06 | |
| St. Louis & San Francisco | 1,328.17 | 435.07 | 3,790,859.78 | 3,567,915.20 | 222,944.58 | |
| Chicago, Burlington & Quincy | 5,870.48 | 259.62 | 14,645,863.99 | 16,018,542.95 | \$1,372,678.96 | |
| Chicago Great Western | 331.20 | 32.91 | 3,127,575.97 | 3,662,72.40 | 535,146.43 | |
| Chicago, Rock Island & Pacific | 3,971.41 | 1,124.30 | 10,971,504.60 | 11,410,403.62 | 438,899.02 | |
| Hutchinson & Southern | 82.20 | 49.033 | 89,609.06 | 46,209.35 | 43,400.71 | 2,824.33 |
| Kansas City Belt | 10.00 | 2.97 | 89,609.06 | 78,470.79 | 11,138.27 | |
| Kansas City, Fort Scott & Memphis | 708.27 | 256.94 | 2,577,268.12 | 2,695,269.10 | 28,030.98 | |
| Kansas City, Clinton & Springfield | 162.63 | 11.62 | 218,281.27 | 218,838.29 | 557.02 | |
| Kansas City, Pittsburg & Gulf | 466.20 | 18.38 | 326,793.51 | 441,375.37 | 114,581.86 | |
| Manhattan, Alma & Burlingame | 56.62 | 56.62 | 48,695.18 | 45,965.57 | 2,729.61 | |
| Missouri, Kansas & Texas | 2,197.21 | 444.01 | 8,195,900.90 | 7,419,814.56 | 776,086.34 | |
| Missouri Pacific | 3,164.25 | 1,327.76 | 8,901,671.34 | 9,615,237.75 | 713,566.41 | |
| Central Branch | 388.19 | 153.48 | 559,098.14 | 579,474.88 | 20,376.74 | |
| Kansas City Northwestern | 1,835.95 | 480.83 | 237,510.29 | 272,310.85 | 34,800.56 | |
| Union Pacific | 88.00 | 88.00 | 9,416,062.25 | 8,765,942.29 | 650,119.96 | |
| Junction City & Fort Kearney | 165.92 | 165.92 | 114,687.40 | 86,088.86 | 28,598.54 | |
| Kansas Central | 482.04 | 67.60 | 124,144.32 | 145,027.47 | 20,883.15 | |
| Omaha & Republican Valley | 251.06 | 138.37 | 609,920.53 | 506,201.48 | 103,719.05 | |
| St. Joseph & Grand Island | 35.47 | 35.47 | 511,042.13 | 512,820.26 | 1,778.13 | |
| Salina & Southwestern | 57.04 | 57.04 | 27,282.12 | 32,625.59 | 5,343.47 | |
| Solomon | 225.35 | 225.35 | 62,327.33 | 49,944.81 | 12,382.52 | |
| Union Pacific, Lincoln & Colorado | 124.65 | 124.65 | 131,036.89 | 134,360.89 | 3,324.00 | |
| Wichita & Western | 26,883.95 | 8,916.16 | 108,903.58 | 89,594.83 | 19,308.75 | |
| Total mileage | 26,883.95 | 8,916.16 | \$80,670,223.63 | \$81,885,110.00 | \$1,214,886.37 | |
| Total expenses | | | | | \$1,214,886.37 | \$2,065,230.86 |
| Net increase | | | | | | |

In 1895 operating expenses were decreased \$5,763,709.82 as against 1894, while in 1896, as against 1895, they were increased \$1,214,886.37. This increase doubtless resulted largely from the increased business shown by the increased traffic earnings of Statement No. 1, although increased expenses do not always follow increased business, as witness the showing of the Atchison, Topeka & Santa Fe Railway Company, which in this regard is notable. The earnings of that company for the year 1896 were increased \$892,698.41, while the operating expenses for the same year were decreased \$295,348.96.

Income from Operation, and Deficits.

| NAME OF ROAD. | Mileage. | | Results from operation. | | Increase in income. | Decrease in income. |
|---|--------------|------------|--|--|---------------------|---------------------|
| | Entire line. | In Kansas. | Income or deficit for year ending June 30, 1895. | Income or deficit for year ending June 30, 1896. | | |
| Atchison, Topeka & Santa Fe..... | 4,528.16 | 2,438.86 | \$4,432,918.86 | \$5,620,966.23 | \$1,188,047.37 | \$16,205.09 |
| St. Louis & San Francisco..... | 1,328.17 | 435.07 | 2,350,564.68 | 2,334,359.59 | 613,602.81 | |
| Chicago, Burlington & Quincy..... | 5,870.45 | 259.62 | 8,996,306.98 | 9,599,909.79 | 585,884.74 | |
| Chicago, Great Western..... | 931.20 | 32.91 | 465,453.88 | 1,051,288.12 | 438,248.97 | |
| Chicago, Rock Island & Pacific..... | 3,571.41 | 1,124.30 | 5,138,233.96 | 5,621,482.33 | 4,434.32 | |
| Hutchinson & Southern..... | 82.20 | 82.20 | 7,016.70 | 11,451.02 | | 14,713.79 |
| Kansas City Belt..... | 10.00 | 2.97 | 149,132.44 | 134,418.65 | | 4,972.94 |
| Kansas City, Fort Scott & Memphis..... | 708.27 | 256.94 | 1,325,367.44 | 1,320,394.50 | | 10,968.81 |
| Kansas City, Clinton & Springfield..... | 162.63 | 11.62 | 196,046.50 | 185,077.69 | 7,690.64 | |
| Kansas City, Pittsburg & Gulf..... | 466.20 | 18.38 | 109,954.18 | 117,644.82 | 8,431.26 | |
| Manhattan, Alma & Burlingame..... | 56.62 | 56.62 | 12,290.87 | 3,839.61 | 268,710.13 | |
| Missouri, Kansas & Texas..... | 2,197.21 | 444.01 | 3,348,462.66 | 3,617,172.79 | | 225,266.62 |
| Missouri Pacific..... | 3,164.25 | 1,527.76 | 2,155,658.20 | 1,930,391.58 | 81,544.50 | |
| Central Branch..... | 388.19 | 388.19 | 41,833.04 | 123,427.54 | | 7,695.46 |
| Kansas City Northwestern..... | 153.43 | 153.43 | 27,235.90 | 19,590.44 | 134,960.61 | |
| Union Pacific..... | 1,835.95 | 480.83 | 5,182,444.95 | 5,317,405.56 | 28,688.05 | |
| Junction City & Fort Kearney..... | 88.00 | 88.00 | 21,344.43 | 4,180.66 | 142,685.72 | |
| Kansas Central..... | 165.92 | 165.92 | 9,979.29 | 4,180.66 | | 14,159.95 |
| Omaha & Republican Valley..... | 432.04 | 67.60 | 27,945.87 | 170,591.59 | | 17,768.77 |
| St. Joseph & Grand Island..... | 251.06 | 138.37 | 135,177.11 | 117,408.34 | | 7,040.71 |
| Salina & Southeastern..... | 35.47 | 35.47 | 13,907.61 | 6,965.90 | | |
| Solomon..... | 57.04 | 57.04 | 23,558.88 | 29,085.62 | 5,526.74 | |
| Union Pacific, Lincoln & Colorado..... | 225.35 | 225.35 | 58,312.15 | 27,329.17 | | 30,982.98 |
| Wichita & Western..... | 124.65 | 124.65 | 28,313.30 | 17,618.95 | 10,694.35 | |
| Total mileage..... | 26,883.95 | 8,916.16 | \$34,280,570.18 | \$37,363,605.89 | \$3,519,100.21 | \$349,775.12 |
| Total income..... | | | 61,948.60 | 25,659.22 | | |
| Total deficits..... | | | \$34,168,621.58 | \$37,337,946.67 | | |
| Net income..... | | | | | | |
| Net increase..... | | | | | | |

NOTE.— Figures in bold-faced type represent deficits.

Compared with 1894, the income from operation of the roads under comparison decreased \$4,752,918.98 in 1895, while in 1896, as against 1895, there was an increase of \$3,169,325.09.

Income from all Sources, and Deficits.

| NAME OF ROAD. | Mileage. | | Year ending June 30, 1886. | Year ending June 30, 1896. | Increase in income. | Decrease in income. |
|--|--------------|------------|----------------------------|----------------------------|---------------------|---------------------|
| | Entire line. | In Kansas. | | | | |
| Atchison, Topeka & Santa Fe..... | 4,528.16 | 2,498.86 | \$8,072,188.92 | \$6,453,095.13 | \$890,846.21 | |
| St. Louis & San Francisco..... | 1,225.17 | 485.07 | 2,276,297.76 | 2,276,125.06 | 15,827.26 | |
| Chicago, Burlington & Quincy..... | 5,370.45 | 269.62 | 10,852,690.72 | 11,849,735.12 | 998,769.40 | |
| Chicago Great Western..... | 691.20 | 22.91 | 6,671,113.98 | 6,068,948.12 | 602,165.86 | |
| Chicago, Rock Island & Pacific..... | 3,575.21 | 1,124.30 | 6,912,324.92 | 6,120,899.61 | 791,425.31 | \$702,627.61 |
| Hutchinson & Southern..... | 52.20 | 23.20 | 1,036.70 | 1,451.66 | 414.96 | |
| Kansas City..... | 708.27 | 246.94 | 1,420,367.44 | 1,401,263.50 | 19,103.94 | 11,713.79 |
| Kansas City, Fort Scott & Memphis..... | 162.93 | 11.62 | 186,279.33 | 163,268.07 | 23,011.26 | 10,866.93 |
| Kansas City, Pittsburg & Gulf..... | 466.20 | 19.38 | 1,254,477.04 | 3,648.07 | 14,181.03 | |
| Manhattan, Alma & Burlingame..... | 96.62 | 94.62 | 12,249.82 | 3,648.07 | 8,601.75 | |
| Missouri, Kansas & Texas..... | 2,197.21 | 444.01 | 3,345,652.66 | 3,617,172.79 | 271,520.13 | |
| Missouri Pacific..... | 3,184.25 | 1,827.76 | 2,686,020.03 | 2,664,106.76 | 21,913.27 | |
| Central Branch..... | 133.48 | 133.48 | 41,833.04 | 124,219.36 | 82,386.32 | |
| Kansas City Northwestern..... | 1,838.96 | 480.53 | 5,390,519.25 | 5,325,037.01 | 65,482.24 | |
| Union Pacific..... | 88.00 | 88.00 | 16,714.37 | 7,363.62 | 9,350.75 | |
| Junction City & Fort Kearney..... | 165.92 | 165.92 | 9,979.23 | 4,180.66 | 5,798.57 | |
| Kansas Central..... | 432.04 | 67.60 | 73,327.03 | 170,391.39 | 97,064.36 | |
| Omaha & Republican Valley..... | 251.06 | 138.37 | 516,697.22 | 117,408.34 | 399,288.88 | |
| St. Joseph & Grand Island..... | 35.47 | 35.47 | 25,161.93 | 6,866.90 | 18,295.03 | |
| Salina & Southwestern..... | 37.04 | 37.04 | 23,538.88 | 23,085.62 | 453.26 | |
| Solomon..... | 225.35 | 225.35 | 160,948.40 | 27,329.17 | 133,619.23 | |
| Union Pacific, Lincoln & Colorado..... | 124.65 | 124.65 | 28,512.33 | 17,616.95 | 10,895.38 | |
| Wichita & Western..... | 26,883.96 | 8,916.16 | \$40,894,068.04 | \$42,089,306.55 | \$2,000,006.16 | \$1,445,823.67 |
| Total mileage..... | | | \$40,603.20 | \$42,013,647.38 | | |
| Total income..... | | | \$40,853,464.84 | \$42,013,647.38 | | |
| Total deficits..... | | | | | | \$1,160,182.49 |
| Net income..... | | | | | | |
| Net increase..... | | | | | | |

NOTE. — Figures in bold-faced type represent deficits.

The income from all sources decreased \$5,133,569.84 in 1895 as against 1894, and increased \$1,160,182.49 in 1896 over 1895. The difference between the increased income from operation shown in Statement No. 3, and the increased income from all sources is \$2,009,142.60, and shows a large falling off in the income from sources other than operation.

Tonnage.

| NAME OF ROAD. | Mileage. | | Year ending June 30, 1895. (Tons.) | Year ending June 30, 1896. (Tons.) | In-crease. | De-crease. |
|---|--------------|------------|------------------------------------|------------------------------------|------------|------------|
| | Entire line. | In Kansas. | | | | |
| Atchison, Topeka & Santa Fe..... | 4,528.16 | 2,438.86 | 5,306,837 | 5,578,520 | 271,683 | |
| St. Louis & San Francisco..... | 1,328.17 | 438.07 | 1,900,645 | 2,023,983 | 123,338 | |
| Chicago, Burlington & Quincy..... | 5,870.48 | 259.62 | * | * | | |
| Chicago Great Western..... | 981.20 | 32.91 | * | * | | |
| Chicago, Rock Island & Pacific..... | 3,571.41 | 1,124.30 | 5,068,175 | 5,634,841 | 566,666 | |
| Hutchinson & Southern..... | 82.20 | 82.20 | 32,980 | 27,285 | | 5,695 |
| Kansas City Belt..... | 10.00 | 2.37 | * | * | | |
| Kansas City, Fort Scott & Memphis..... | 708.27 | 256.94 | 2,204,941 | 2,155,254 | | 49,687 |
| Kansas City, Clinton & Springfield..... | 162.63 | 11.62 | 271,380 | 274,742 | 3,362 | |
| Kansas City, Pittsburg & Gulf..... | 466.20 | 18.38 | * | * | | |
| Manhattan, Alma & Burlingame..... | 56.62 | 56.62 | 34,830 | 46,168 | 11,338 | |
| Missouri, Kansas & Texas..... | 2,167.21 | 444.01 | 2,875,401 | 2,626,337 | 50,936 | |
| Missouri Pacific..... | 3,164.25 | 1,827.76 | 4,336,573 | 4,628,914 | 292,341 | |
| Central Branch, Union Pacific..... | 398.19 | 398.19 | 195,202 | 290,945 | 85,743 | |
| Kansas City Northwestern..... | 153.48 | 153.48 | 110,928 | 144,282 | 33,356 | |
| Union Pacific..... | 1,835.95 | 490.83 | 2,854,851 | 2,367,056 | 12,215 | |
| Junction City & Fort Kearney..... | 88.00 | 88.00 | 42,451 | 41,470 | | 981 |
| Kansas Central..... | 165.92 | 165.92 | 67,767 | 77,123 | 9,356 | |
| Omaha & Republican Valley..... | 482.04 | 67.60 | 377,961 | 381,009 | 3,048 | |
| St. Joseph & Grand Island..... | 251.06 | 138.37 | 283,722 | 243,731 | | 14,991 |
| Sellina & Southwestern..... | 35.47 | 35.47 | 26,637 | 21,961 | | 4,776 |
| Solomon..... | 57.04 | 57.04 | 52,692 | 44,338 | | 8,354 |
| Union Pacific, Lincoln & Colorado..... | 225.35 | 225.35 | 53,292 | 44,639 | | 8,653 |
| Wichita & Western..... | 124.65 | 124.65 | 39,832 | 39,212 | | 620 |
| Total miles..... | 26,893.95 | 8,916.16 | | | | |
| Total tons..... | | | 26,112,065 | 27,481,720 | 1,469,655 | 93,757 |
| Net increase..... | | | | | 1,369,625 | |

* This item omitted from report of company.

The tonnage reported in 1895 was 450,322 tons less than that of the same roads in 1894. For 1896 there was an increase over 1895 of 1,369,625 tons.

Employees and their Total Compensation.

| NAME OF ROAD. | No. of employees and their compensation for year ending June 30, 1899. | | No. of employees and their compensation for year ending June 30, 1898. | | Increase. | | Decrease. | |
|---|--|-----------------|--|-----------------|-----------|---------------|-----------|----------------|
| | No. | Compensation. | No. | Compensation. | No. | Compensation. | No. | Compensation. |
| | | | | | | | | |
| Atchison, Topeka & Santa Fe..... | 17,760 | \$10,045,141 72 | 17,245 | \$9,299,144 04 | 515 | \$746,000 68 | 515 | \$745,997 68 |
| St. Louis & San Francisco..... | 3,331 | 2,180,333 27 | 3,193 | 2,257,950 92 | 138 | \$92,382 35 | | |
| Chicago, Burlington & Quincy..... | 16,393 | 10,471,433 57 | 17,496 | 10,457,620 46 | 1,103 | \$118,610 05 | | |
| Chicago Great Western..... | 2,388 | 1,633,674 53 | 2,620 | 1,511,254 83 | 232 | \$122,419 70 | | |
| Chicago, Rock Island & Pacific..... | 9,577 | 6,434,624 20 | 10,919 | 6,388,435 84 | 642 | \$46,188 36 | | \$5,688 56 |
| Hutchinson & Southern..... | 37 | 23,628 30 | 18 | 26,774 57 | 31 | 2,356 67 | | |
| Kansas City Del. Scott & Memphis..... | 134 | 57,478 43 | 134 | 54,075 16 | 0 | \$3,403 27 | | \$3,601 02 |
| Kansas City, Fort Scott & Memphis..... | 2,437 | 1,736,436 31 | 2,320 | 1,806,632 39 | 117 | \$70,196 08 | | |
| Kansas City, Clinton & Springfield..... | 188 | 111,040 25 | 202 | 116,634 10 | 14 | \$5,593 85 | | |
| Kansas City, Pittsburg & Gulf..... | 64 | 23,322 64 | 45 | 20,058 12 | 19 | \$3,264 52 | | \$2,724 52 |
| Manhattan, Atma & Burlingame..... | 6,496 | 4,904,277 72 | 6,356 | 4,613,123 38 | 140 | \$291,154 34 | | |
| Missouri, Kansas & Texas..... | 9,733 | 5,372,459 74 | 9,183 | 4,972,953 00 | 550 | \$399,506 74 | | \$319,467 24 |
| Missouri Pacific..... | 783 | 377,935 76 | 796 | 388,354 44 | 13 | \$10,418 68 | | |
| Central Branch Union Pacific..... | 291 | 133,939 53 | 281 | 128,269 40 | 10 | \$5,670 13 | | |
| Union Pacific, Northwestern..... | 8,402 | 5,865,875 33 | 9,258 | 5,791,362 39 | 336 | \$74,512 94 | | \$74,388 54 |
| Union Pacific..... | 139 | 57,835 36 | 149 | 54,425 34 | 10 | \$3,410 02 | | |
| Junction City & Fort Kearney..... | 134 | 55,910 20 | 210 | 32,058 23 | 86 | \$23,851 97 | | |
| Kansas Central..... | 475 | 324,116 19 | 623 | 309,332 37 | 148 | \$114,783 82 | | \$3,793 72 |
| Omaha & Republican Valley..... | 460 | 245,619 15 | 406 | 241,256 03 | 54 | \$4,363 12 | | |
| St. Joseph & Grand Island..... | 82 | 35,669 00 | 96 | 16,910 73 | 14 | \$18,758 27 | | |
| Saltina & Southwestern..... | 100 | 25,006 92 | 117 | 30,920 70 | 17 | \$5,913 78 | | |
| Solomon..... | 203 | 71,034 79 | 309 | 104,888 83 | 106 | \$33,854 04 | | |
| Union Pacific, Lincoln & Colorado..... | 99 | 37,663 96 | 70 | 36,324 84 | 29 | \$1,339 12 | | \$1,769 12 |
| Wichita & Western..... | | | | | | | | |
| Totals..... | 81,034 | \$49,448,571 25 | 82,794 | \$49,508,893 31 | 3,010 | \$60,320 06 | 1,270 | \$1,194,817 96 |
| Net increase..... | | | | | 1,740 | | | |

* This item not reported by company.

The number of railroad employees in 1895 was 7,999 less than in 1894, and the compensation of employees was reduced \$4,106,044.75. For 1896 there appears an increase over 1895 of 1,740 employees, and of \$60,320.06 in the amount paid employees.

Recapitulation, 1895 and 1896.

| ITEMS. | Year ending June 30, 1895. | Year ending June 30, 1896. | Increase. |
|--------------------------------------|-------------------------------|-------------------------------|----------------|
| Traffic earnings..... | \$114,838,845 31 | \$119,376,793 63 | \$4,537,948 32 |
| Operating expenses..... | \$80,670,223 63 | \$81,888,110 00 | \$1,214,886 37 |
| Income from operation..... | \$34,168,621 58 | \$37,337,946 67 | \$3,169,325 09 |
| Income from all sources..... | \$40,853,464 84 | \$42,013,647 33 | \$1,160,182 49 |
| Tonnage..... | 26,112,095 | 27,481,720 | 1,369,625 |
| Number of employees..... | 81,054 | 82,794 | 1,740 |
| Total compensation of employees..... | \$49,448,571 25 | \$49,508,891 31 | \$60,320 06 |

In the 1895 tonnage item of the foregoing statement is included the tonnage of the Kansas City Northwestern railroad for that year (110,926 tons), but this is not included in the corresponding item of the following statement, which is inserted in order to contrast the increases of 1896 over 1895 with the decreases of 1895 as against 1894.

Recapitulation, 1894 and 1895.

| ITEMS. | Year ending June 30, 1894. | Year ending June 30, 1895. | Net decrease. |
|--------------------------------------|-------------------------------|-------------------------------|-----------------|
| Traffic earnings..... | \$125,356,454 01 | \$114,838,845 31 | \$10,517,608 70 |
| Operating expenses..... | \$36,433,933 45 | \$80,670,223 63 | \$5,763,709 82 |
| Income from operation..... | \$88,921,540 56 | \$34,168,621 58 | \$4,752,918 98 |
| Income from all sources..... | \$45,987,034 68 | \$40,853,464 84 | \$5,133,569 84 |
| Tonnage..... | 29,451,491 | 26,001,169 | 3,450,322 |
| Number of employees..... | 89,053 | 81,054 | 7,999 |
| Total compensation of employees..... | \$53,554,616 00 | \$49,448,571 25 | \$4,106,044 75 |

A marked increase in the business of the railroads during 1896 is shown by the foregoing comparisons, and as the increase is indicative of an improvement in general business conditions, it will be noted with satisfaction by all citizens.

ACCIDENTS.

An examination of the reports of the several roads operating in Kansas affords no ground for increased criticism of the methods employed by the railroad companies to protect the traveling public. The traffic exceeds that of the preceding year. This necessarily required an increased operating force. Notwithstanding this, the number of fatalities from accidents was not so great, and the per cent. of injured was decreased.

The total loss of life in Kansas to passengers, employees, trespassers, and others, from all causes, was 100.

Of the killed, three were passengers—one by derailment, and two by falling from stock trains.

Of those killed less than one-third were employees, one-tenth at highway crossings and stations, while 58, or almost three-fifths of the entire number, were trespassers.

The total number injured in Kansas for the year was 424, against 406 for the preceding year. The increased number injured as above stated shows, when compared with the number of passengers carried and persons employed, a reduction in the per cent. of injured. Of the total number injured in Kansas, 68 were passengers, 278 employees, 49 trespassers, and 29 unclassified.

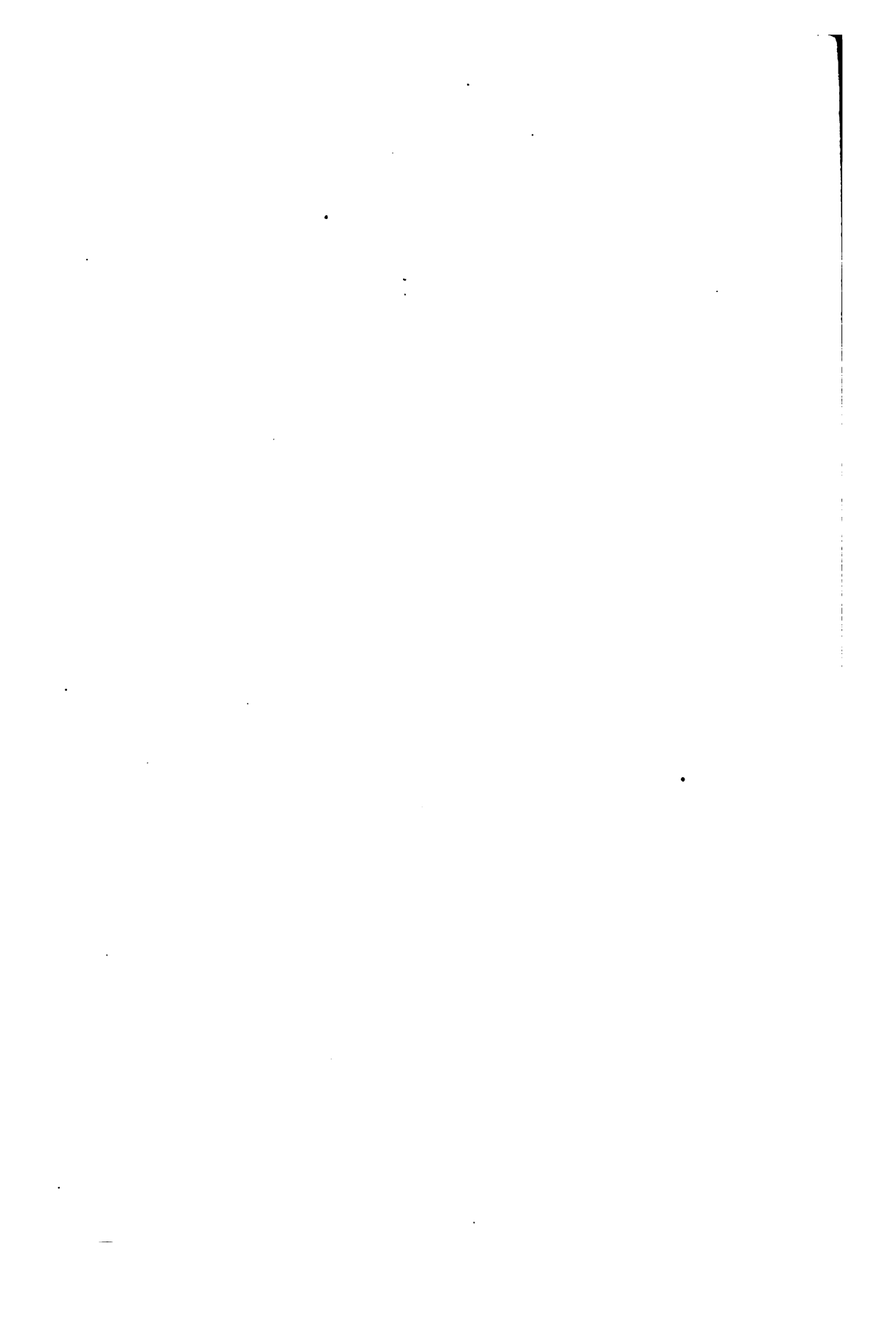
The injury to employees as shown was received largely while coupling and uncoupling cars, and was doubtless occasioned by an absence of necessary safety appliances and from dissimilarity in car construction and draw-heads. This evil is being remedied as rapidly perhaps as the financial condition of the roads will allow, and it is urged and hoped that such safety appliances will soon be adopted and put in use and such uniformity in construction as will insure greater protection to brakemen, and reduce the number of accidents occurring annually from these causes.

Respectfully yours,

JOSEPH G. LOWE,
J. M. SIMPSON,
SAM'L T. HOWE,
Commissioners.

DIRECTORY OF RAILROADS.

In the following subdivision of the report appears the official directory, the terminal table, history, important changes during the year, contracts and agreements affecting business, and the comparative general balance sheet of each company reporting to the Board for the year ending June 30, 1896.



Atchison, Topeka & Santa Fe Railway Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|---------------------|----------------------|-----------------------------|
| A. F. Walker | New York | Dec. 10, 1896. |
| E. P. Ripley | Chicago | " " 1896. |
| B. P. Cheney, jr. | Boston | " " 1896. |
| G. A. Nickerson | " | " " 1896. |
| S. C. Lawrence | Medford, Mass. | " " 1896. |
| E. J. Berwind | New York | " " 1896. |
| H. R. Duval | " | " " 1896. |
| T. P. Fowler | " | " " 1896. |
| C. K. Holliday | Topeka | " " 1896. |
| C. S. Gleed | " | " " 1896. |
| T. A. Osborn | " | " " 1896. |
| E. N. Gibbs | New York | " " 1896. |
| G. G. Haven | " | " " 1896. |
| E. S. Hayes | " | " " 1896. |
| Victor Morawetz | " | " " 1896. |
| Wm. Rotch | Boston | " " 1896. |

Post-office address of general office, Topeka, Kas.
Postoffice address of operating office, Topeka, Kas.

OFFICERS.

| Title. | Name. | Location of office. |
|-----------------------------------|-------------------|---------------------|
| Chairman of the Board | Aldace F. Walker | New York. |
| President | E. P. Ripley | Chicago. |
| First Vice-President | D. B. Robinson | " " |
| Third Vice President | Paul Morton | " " |
| Secretary and Treasurer | E. Wilder | Topeka. |
| Assistant Treasurer | H. W. Gardiner | New York. |
| Assistant Secretary | L. C. Deming | " " |
| General Manager | J. J. Frey | Topeka. |
| General Counsel | Victor Morawetz | New York. |
| General Solicitor | E. D. Kenna | Chicago. |
| Land Commissioner | J. E. Frost | Topeka. |
| Tax Commissioner | E. T. Cartlidge | " " |
| General Claim Agent | C. M. Foulks | " " |
| Comptroller | J. P. Whitehead | New York. |
| General Auditor | H. C. Whitehead | Chicago. |
| Auditor | J. F. H. McKibben | Topeka. |
| Auditor of Disbursements | I. S. Lauck | " " |
| Auditor of Freight Receipts | C. S. Sutton | " " |
| Auditor of Passenger Receipts | C. M. Atwood | " " |
| General Superintendent | H. U. Mudge | " " |
| Car Service Superintendent | C. W. Kouns | " " |
| General Purchasing Agent | W. G. Newin | Chicago. |
| Superintendent of Machinery | John Plaver | Topeka. |
| Chief Engineer | James Dun | " " |
| Superintendent of Telegraph | R. B. Gemmill | " " |
| Freight Traffic Manager | W. B. Biddle | Chicago. |
| Assistant Freight Traffic Manager | W. A. Bissell | " " |
| Assistant General Freight Agent | C. R. Hudson | Topeka. |
| " | J. E. Gorman | Chicago. |
| " | W. E. White | " " |
| " | G. T. Nicholson | " " |
| Passenger Traffic Manager | W. J. Black | Topeka. |
| General Passenger Agent | C. A. Higgins | Chicago. |
| Assistant General Passenger Agent | P. Walsh | Topeka. |
| " | C. M. Higginson | Chicago. |
| General Baggage Agent | C. J. Devlin | Topeka. |
| Assistant to the President | Jas. Walker | New York. |
| Manager of Coal Properties | | |
| Transfer Agent | | |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|---|--|--|----------------------------|--------------------------------------|
| | From | To | | |
| Railroad line represented by capital stock main line: | | | | |
| Atchison, Topeka & Santa Fe Rld. Co. | Chicago (Elsdon Jct.), line (exclusive of 6 $\frac{1}{2}$ miles rented track between Big Blue Jct. Ancona, Ill. | N. M. and Texas state miles of rented track and Kansas City, Mo.), Pekin, Ill., (exclusive of Streator Jc to P ^r kin Jc.) | 1,595.10 | |
| Branches and spurs: | | | | |
| Atchison, Topeka & Santa Fe Rld. Co. | La Junta, Colo. | Denver, Colo. | 52.40 | |
| | Newton, Kas. | Purcell, I. T. | 191.49 | |
| | Holliday, Kas. | I. T. and Tex. state line, Winthrop, Mo., including branch to Lake Atchison, Kas. | 231.90 | |
| | Wildor, Kas. | Contrary, 1 $\frac{1}{2}$ miles Topeka, Kas. | 442.83 | |
| | Lawrence Jct., Kas. | Hawthorne, Kas. | 97.56 | |
| | North Ottawa, Kas. | North Ottawa, Kas. | 50.54 | |
| | Osage City, Kas. | Emporia, Kas. | 46.19 | |
| | Burlington Jct., Kas. | Quenemo, Kas. | 26.24 | |
| | Colony, Kas. | Gridley, Kas. | 56.42 | |
| | Chanute, Kas. | Yates Center, Kas. | 20.41 | |
| | Cherry Vale, Kas. | Pittsburg, Kas. | 52.74 | |
| | Chanute, Kas. | Coffeyville, Kas. | 25.27 | |
| | Benedict, Kas. | Longton, Kas. | 61.08 | |
| | Independence, Kas. | Madison Jct., Kas. | 18.09 | |
| | Emporia, Kas. | Cedarvale, Kas. | 44.54 | |
| | Ellinor, Kas. | Moline, Kas. | 41.11 | |
| | Gladstone, Kas. | Bazaar, Kas. | 55.83 | |
| | Abilene, Kas. | Nebraska line. | 84.38 | |
| | Manchester, Kas. | Salina, Kas. | 10.00 | |
| | Florence, Kas. | Barnard, Kas. | 162.88 | |
| | Augusta, Kas. | Winfield, Kas. | 22.56 | |
| | Mulvane, Kas. | Mulvane, Kas. | 43.08 | |
| | Wellington, Kas. | Caldwell, Kas. | 72.73 | |
| | Attica, Kas. | Hunnewell, Kas. | 20.80 | |
| | Mulvane, Kas. | Medicine Lodge, Kas. | 42.55 | |
| | Florence, Kas. | Englewood, Kas. | 18.41 | |
| | Little River, Kas. | Ellinwood, Kas. | 21.26 | |
| | Hutchinson, Kas. | Holyrood, Kas. | 166.28 | |
| | Great Bend, Kas. | Kinsley, Kas. | 98.84 | |
| | Larned, Kas. | Scott City, Kas. | 30.27 | |
| | South Pueblo, Colo. | Jetmore, Kas. | 84.43 | |
| | Dillon Junct., N. M. | C. C. and br's to mines, Blossburg, N. M. | 120.39 | |
| | Las Vegas, N. M. | Hot Springs, N. M. | 46.80 | |
| | Lamy, N. M. | Santa Fe, N. M. | 47.35 | |
| | Socorro, N. M. | Magdalena, N. M. | 5.93 | |
| | Rincon, N. M. | Deming, N. M. | 8.27 | |
| | Nutt, N. M. | Lake Valley, N. M. | 18.30 | |
| | Deming, N. M. | Silver City, N. M. | 30.96 | |
| | | | 54.44 | |
| | | | 13.31 | |
| | | | 48.30 | |
| Proprietary companies whose entire capital stock is owned by this company: | | | | |
| The So. Kas. Rly. Co. of Texas, Rio Grande & El Paso Rld. | I. T. and Texas state line. | Panhandle City, Tex., | 100.41 | 4,384.26 |
| | N. M. and Texas state line. | El Paso, Tex. | 20.15 | |
| Lines operated under trackage rights: | | | | 120.56 |
| Fremont, Elkhorn & M. V. Rld., Chicago & G. Trunk Jct. Rld. | Nebraska state line. | Superior, Neb. | 2.53 | |
| Chicago & W. Indiana Rld. | Terminal in Chicago, Ill. | Chicago, Ill. | 3.62 | |
| Toledo, Peoria & W. Rly. | Terminal in Chicago, Ill. | Pekin Jct., Ill. | 4.84 | |
| Kansas City Belt Rly. | Streator Jct., Ill. | Kansas City, Mo. | 5.91 | |
| | Big Blue Jct., Mo. | | 6.44 | |
| | | | | 23.34 |
| Total mileage operated. | | | | 4,528.16 |
| Total mileage operated in Kansas. | | | | 2,438.86 |

HISTORY.

Date of organization: December 12, 1895.

Incorporated under laws of Kansas.

The capital stock, both common and preferred, with the exception of 20 shares of common which was sold for cash, was issued, together with \$96,990,500 general-mortgage 4-per-cent. bonds and \$51,728,000 adjustment-mortgage 4-per-cent. bonds in consideration of the conveyance to this company of the road, franchises and property of the Atchison, Topeka & Santa Fe Rld. Co., in accordance with deed dated December 12, 1895, from Edward King, Charles C. Beaman, and Victor Morawetz, being the personal property, railroad franchises, stocks, bonds and other securities sold under foreclosure sale December 10, 1895, by decree of the circuit court of the United States, district of Kansas, entered August 27, 1895, and conveyed to Edward King, Victor Morawetz, and Charles C. Beaman, by deed from John B. Johnson, special master, dated December 11, 1895, pursuant to said decree, and order of the court confirming the sale.

This report includes the property and operations of the following-named companies, of which practically the entire issues of capital stock and bonds are owned by the Atchison, Topeka & Santa Fe Railway Company and pledged as part of the security for its general-mortgage bonds, and the property of which is operated as part of the Atchison, Topeka & Santa Fe railway system:

| Names of lines. | Where incorporated. | Date of incorporation. |
|---|---------------------|------------------------|
| Atchison, Topeka & Santa Fe Rld. Co. in Chicago..... | Illinois..... | May 11, 1887. |
| Chicago, Santa Fe & California Rly. Co..... | "..... | December 3, 1886. |
| Mississippi River Railroad & Toll Bridge Co..... | "..... | November 9, 1886. |
| The Sibley Bridge Co..... | Missouri..... | March 24, 1887. |
| St. Joseph, St. Louis & Santa Fe Rly. Co..... | "..... | August 8, 1887. |
| The Chicago, Kansas & Western Rld. Co., charter amended October 9, 1886..... | Kansas..... | May 31, 1886. |
| Florence, El Dorado & Walnut Valley Rld. Co..... | "..... | March 10, 1887. |
| Kansas City, Emporia & Southern Rly. Co..... | "..... | October 6, 1882. |
| Kansas City, Topeka & Western Rld. Co..... | "..... | Sept. 29, 1885. |
| Leavenworth, Northern & Southern Rly. Co..... | "..... | October 25, 1885. |
| Marion & McPherson Rly. Co..... | "..... | October 6, 1882. |
| The Southern Kansas Rly Co..... | "..... | April 16, 1885. |
| Wichita & Southwestern Rly. Co..... | "..... | October 6, 1882. |
| The Denver & Santa Fe Rly. Co., charter amended February 15, 1887..... | Colorado..... | March 22, 1887. |
| The Pueblo & Arkansas Valley Rld. Co., charter amended February 15, 1887..... | "..... | Sept. 12, 1878. |
| The New Mexico & Southern Pacific Rld. Co..... | New Mexico..... | January 16, 1882. |
| Rio Grande, Mexico & Pacific Rld. Co..... | "..... | April 18, 1881. |
| Silver City, Deming & Pacific Rld. Co..... | "..... | March 23, 1882. |

The following companies, whose lines, which, although operated separately and not leased, form a continuous line in connection with the leased lines of the Atchison, Topeka & Santa Fe Railway Company, are included in this report, the Atchison company having assumed their obligations, and being the owner of their capital stock and bonds:

| Names of lines. | Where incorporated. | Date of incorporation. |
|--|---------------------|------------------------|
| Rio Grande & El Paso Rld. Co..... | Texas..... | October 28, 1880. |
| The Southern Kansas Rly. Co. of Texas..... | "..... | November 2, 1886. |

Organized under territorial laws of Kansas as Atchison & Topeka Railway Company February 11, 1859; name changed to Atchison, Topeka & Santa Fe Railroad Company November 24, 1863.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

1. Wells, Fargo & Co.'s Express: The express company pays a certain percentage of its gross earnings from business carried over this company's line, and guarantees to the railway company that such percentage shall not be less than a fixed amount per annum.

2. United States government mails: This company provides the cars, pays cost of maintenance of same, receives and delivers the mails at terminal offices, and delivers the mails into and takes them from all intermediate offices located not over 80 rods from points at which trains make regular stops. Compensation is based on weight of mails, speed of trains, etc., as provided by law.

3. Pullman Palace Car Co.: The cars are owned by the Pullman Palace Car Co., which receives all the earnings and pays running expenses. The railroad company furnishes ice, water, fuel, and oils, and pays the Pullman Palace Car Co. a fixed mileage rate for every mile run by the cars on line of the railroad company. When the revenue received by the Pullman Palace Car Co. from sale of seats and berths shall equal or exceed a certain amount per annum, then the payment of the fixed mileage rates shall cease.

7. Western Union Telegraph Co.: All telegraph lines and appliances thereto along the line of the railroad company are owned jointly with the Western Union Telegraph Co. Cost of repairs is borne jointly by the two companies. The railroad company has free use of the wires for its own business, pays salaries of operators, furnishes office room, light, and heat, retaining as compensation for such expenses a certain percentage of receipts from commercial business.

OTHER AGREEMENTS.

With the Southern Pacific Co.: Providing for the transportation of freight and passengers over the Southern Pacific Co.'s line between Deming, N. M., and Benson, Ariz.; to and from points on or beyond the Atchison, Topeka & Santa Fe Rly. Co.'s lines east of Deming, N. M., from and to points on the New Mexico & Arizona and Sonora Rly. Co.'s lines south of Benson, Ariz.

With the Southern Pacific Co.: For the ticketing of passengers from and to points east of the meridian of La Junta, Colo., including La Junta, also Pueblo, Colorado Springs, and Denver, through Barstow, Los Angeles, and Newhall, Cal., to and from common points on the Southern Pacific Co.'s lines north of Mojave, Cal.

With the Colorado Midland Rld. Co.: For the interchange of freight and passenger traffic at Colorado Springs, Colo.

With the Santa Fe, Prescott & Phoenix Rld. Co.: For the interchange of freight and passenger traffic at Ash Fork, Ariz.

With the New York & Texas Steamship Co. and the Gulf, Colorado & Santa Fe Rly. Co.: For the formation of a thorough line for the carriage and interchange of freight traffic via the city of Galveston, Tex.

The Trans-Continental Freight Rate Committee: Comprising various railroad companies, organized for the purpose of promoting harmony of action between the companies named, to the end that reasonable rates of charge for services rendered may be made and maintained; for the issuance of joint rates, regulations, etc., and for the collection of such statistics as the members may require.

Western Freight Association, Southwest Division: Comprising various railroad companies, organized for the purpose of mutual protection, by establishing and maintaining reasonable rates, rules and regulations pertaining to freight traffic.

The Southwestern Traffic Association: Comprising various railroad companies, organized for the purpose of promoting harmony of action between companies, to the end that reasonable rates and charges for services rendered may be made and obtained. The issuance of joint rates and regulations on traffic to and from Texas.

IMPORTANT CHANGES DURING THE YEAR.

| | |
|--|--------------|
| Miles operated June 30, 1895 | 4,582.12 |
| Mileage abandoned during the year: Sedgwick to Halstead, Kas., Jan. 1, 1896 | 8.89 |
| Train service abandoned during the year: | |
| San Antonio to Carthage, N. M., Feb. 19, 1896 | 9.64 |
| Scott City to west line Wichita county, Kansas, May 2, 1896 | 35.43 |
| | 53.96 |
| Miles operated June 30, 1896 | 4,528.16 |
| Average miles operated during the year | 4,568.47 |

COMPARATIVE GENERAL BALANCE SHEET.

| ASSETS. | June 30, 1896. | |
|--|-----------------|-------------------------|
| | Item. | Total. |
| Cost of road and equipment | | \$371,922,819 92 |
| Stocks owned | | 8,000 00 |
| Bonds owned | | 296,346 00 |
| Capital stock preferred in special trust | \$20,000,000 00 | |
| Improvements, auxiliary companies | 181,442 85 | |
| | | 20,181,442 85 |
| Joint executive reorganization committee, A. T. & S. F. Rld. Co.* | | 5,976,175 00 |
| Cash and current assets | | 2,124,008 62 |
| Other assets: | | |
| Materials and supplies | \$813,421 18 | |
| Sundries | 14,946 44 | |
| | | 828,367 62 |
| Grand total | | \$401,337,160 01 |
| LIABILITIES. | | |
| Capital stock | | \$233,486,000 00 |
| Funded debt | | 162,346,389 89 |
| Current liabilities | | 2,259,135 26 |
| Accrued interest on funded debt not yet payable | | 1,098,545 00 |
| Atlantic & Pacific Equipment Company, stock redemption fund | | 146,132 37 |
| Unascertained liabilities accrued prior to January 1, 1896 (estimated) | | 1,103,620 23 |
| Accrued taxes not yet due | | 641,942 00 |
| Rolling-stock replacement fund | | 113,685 08 |
| Profit and loss | | 141,720 18 |
| Grand total | | \$401,337,160 01 |

*Amount shown above as due from the joint executive reorganization committee of the A. T. & S. F. Rld. Co. represents the amount to be received from it upon settlement of its account as follows: Cash (estimated amount), \$3,447,725; securities (estimated amount), \$2,528,450; total, \$5,976,175.

St. Louis & San Francisco Railway Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|-------------------------|----------------------|-----------------------------|
| Edward King..... | New York..... | October 29, 1896. |
| Aldace F. Walker..... | "..... | " 1896. |
| Jas. T. Woodward..... | "..... | " 1896. |
| W. Emlen Roosevelt..... | "..... | " 1896. |
| J. V. B. Thayer..... | "..... | " 1896. |
| C. C. Rawlings..... | "..... | " 1896. |
| E. B. Wesley..... | Rye, N. Y..... | " 1896. |
| Jno. J. McCook..... | New York..... | " 1896. |
| B. P. Cheney, jr..... | Boston..... | " 1896. |
| H. L. Morrill..... | St. Louis..... | " 1896. |
| J. E. McKeighan..... | "..... | " 1896. |
| R. C. Kerens..... | "..... | " 1896. |
| C. D. Wood..... | Brooklyn, N. Y..... | " 1896. |

OFFICERS.

| Title. | Name. | Location of office. |
|---------------------------------------|------------------------|---------------------|
| Chairman of the Board..... | Edward King..... | New York. |
| President..... | Aldace F. Walker..... | Chicago. |
| First Vice-President..... | D. B. Robinson..... | "..... |
| Second Vice-President..... | H. L. Morrill..... | St. Louis. |
| Secretary and Treasurer..... | F. H. Hamilton..... | New York. |
| General Counsel..... | Jno. J. McCook..... | "..... |
| General Attorney..... | L. F. Parker..... | St. Louis. |
| Comptroller..... | Jno. P. Whitehead..... | Boston. |
| Auditor..... | A. Douglas..... | St. Louis. |
| General Manager..... | H. L. Morrill..... | "..... |
| Chief Engineer..... | C. I. Brown..... | "..... |
| General Superintendent..... | J. R. Wentworth..... | "..... |
| Division Superintendent..... | L. D. Button..... | Springfield, Mo. |
| "..... | A. O'Hara..... | Neodesha, Kas. |
| "..... | E. B. Sankey..... | Salem, Mo. |
| "..... | J. A. Mantor..... | Ft. Smith, Ark. |
| Superintendent of Telegraph..... | J. M. Egan..... | Springfield, Mo. |
| Freight Traffic Manager..... | G. W. Cale..... | St. Louis. |
| General Freight Agent..... | F. D. Russell..... | "..... |
| Assistant General Freight Agent..... | J. A. Middleton..... | "..... |
| General Passenger Agent..... | D. Wishart..... | "..... |
| General Baggage Agent..... | W. M. Dyer..... | Springfield, Mo. |
| Land Agent..... | F. C. Hoyt..... | St. Louis. |
| Receivers St. L. & S. F. Rly. Co..... | Aldace F. Walker..... | Chicago. |
| | John J. McCook..... | New York. |
| | Joseph C. Wilson..... | Topeka. |

OFFICERS OF THE RECEIVERSHIP.

| | | |
|------------------------------|---------------------|------------|
| General Manager..... | H. L. Morrill..... | St. Louis. |
| Treasurer..... | F. H. Hamilton..... | New York. |
| Auditor..... | A. Douglas..... | St. Louis. |
| Cashier..... | Alex. Graydon..... | "..... |
| Freight Traffic Manager..... | Geo. W. Cale..... | "..... |
| General Passenger Agent..... | D. Wishart..... | "..... |
| General Solicitor..... | E. D. Kenna..... | "..... |
| General Attorney..... | L. F. Parker..... | "..... |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|--|------------------------|-------------------------------|----------------------------|--------------------------------------|
| | From | To | | |
| Railroad line represented by capital stock—main line: St. Louis & San Francisco Rly.. | St. Louis, Mo..... | Seneca, Mo..... | 326.28 | 326.28 |
| Branches and spurs: St. Louis & San Francisco Rly.. | Pierce City, Mo..... | Oswego, Kas..... | 72.91 | |
| | Oronogo, Mo..... | Joplin, Mo..... | 9.32 | |
| | Girard, Kas..... | Galena, Kas..... | 49.68 | |
| | Oswego, Kas..... | Wichita, Kas..... | 144.49 | |
| | Monett, Mo..... | Red River, I. T.*.. | 285.79 | |
| | Granby, Mo..... | Granby Mines, Mo | 1.50 | |
| | Springfield, Mo..... | Chadwick, Mo..... | 34.86 | |
| | " | Bolivar, Mo..... | 38.79 | |
| | " | " | 3.18 | |
| Proprietary companies whose entire capital stock is owned by this company: | Springfield, Mo., Belt | Railway..... | 25.61 | 666.13 |
| | Fayetteville, Ark.... | Powell, Ark..... | 16.94 | |
| Paris & Great Northern Rld..... | Red River, I. T..... | Paris, Texas..... | 10.48 | |
| Pittsburg & Columbus Rly..... | Pittsburg, Kas..... | Weir, Kas., and mines..... | 7.68 | |
| Fayetteville & Little Rock Rly.. | Powell, Ark..... | St. Paul, Ark..... | 18.34 | |
| Little Rock & Texas Rld..... | Jenson, Ark..... | Mansfield, Ark.... | | |
| Line operated under lease for specified sum: | | | | 53.44 |
| St. Louis, Salem & Arkansas Rly. | Cuba Junction, Mo.. | Salem, Mo., and branches..... | 54.00 | |
| Kansas City & Southwestern Rld. | Beaumont, Kas..... | Cale, Kas..... | 61.86 | |
| St. Louis, Kas. & South'rn Rld. | Arkansas City, Kas.. | Anthony, Kas..... | 59.35 | |
| Kansas Midland Rly..... | Wichita, Kas..... | Ellsworth, Kas.... | 106.77 | |
| Ft. Smith & Van Buren Bridge Co. | Bridge across the Ar | kansas river..... | .34 | |
| | | | | 282.32 |
| Total mileage operated..... | | | | 1,328.17 |

* Excluding Van Buren bridge.

Total mileage operated in Kansas, 435.07.

HISTORY.

Date of organization: September 10, 1876.

Incorporated under General Statutes of Missouri.

Atlantic & Pacific Rld. Co., organized under an act of Congress entitled "An act to incorporate the Atlantic & Pacific Rld. Co.," approved July 26, 1866. Sold under foreclosure of mortgage.

The St. Louis & San Francisco Rly. Co. was operated during the period covered by this report by receivers appointed December 23, 1893, under a decree of the circuit court of the United States for the district of Missouri, in the eighth circuit, Joseph W. Reinhart, John J. McCook, and Joseph C. Wilson. August 23, 1894, Aldace F. Walker was appointed receiver in place of J. W. Reinhart, resigned. September 19, 1895, Joseph C. Wilson died; no one appointed to succeed him. April 30, 1896, Aldace F. Walker resigned; no one appointed to succeed him.

This report includes the assets and liabilities of the corporation and receivers, which are combined for the purpose of showing the actual financial condition of the property.

Under date of April 1, 1896, three Ft. Smith & Van Buren Bridge Co.'s 6-per-cent. bonds, acquired through sinking fund and held in treasury of this company, were sold—one at 103 and two at 105, \$1,030 and \$2,100, respectively, amounting to \$3,130.

Property sold on June 30, 1896, per order of court.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

1. Contract with Wells, Fargo & Co.'s Express Co. provides that express company shall pay 55 per cent. of its gross earnings to the railway company for facilities furnished, with a fixed minimum.

2. United States post-office department pays railway for carrying mails, at rates established by the government.

3. Contract with Pullman Palace Car Co. provides that railway company shall pay mileage at rate of 2 cents per mile.

7. Contract with Western Union Telegraph Co. provides that telegraph company shall give free telegraphing to the extent of \$500 for first 300 miles of railroad telegraph line, and 50 cents for each additional mile; railway company to be charged for all excess over and above this at one-half tariff rates.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1886. | | ASSETS. | | June 30, 1886. | | Year ending June 30, 1886. | |
|----------------|-----------------|---|--------|-----------------|-----------------|----------------------------|------------|
| Item. | Total. | Item. | Total. | Item. | Total. | Increase. | Decrease. |
| | \$31,835,879 64 | Cost of road..... | | | \$62,542,635 43 | \$706,755 79 | |
| | 4,783,966 56 | Cost of equipment..... | | | 4,757,157 63 | 23,171 07 | |
| | 4,229,824 12 | Stocks owned..... | | | 4,229,824 12 | | |
| | 4,138,972 77 | Bonds of other companies owned..... | | | 4,138,972 77 | | |
| | 30,000 00 | Other permanent investments..... | | | 30,000 00 | 600 00 | \$3,168 67 |
| | 47,201 00 | Equipment houses..... | | | 47,201 00 | | |
| | 440,008 80 | Equipment Atchison, Topeka & Santa Fe Railroad Company—Trust A..... | | | 440,008 80 | | |
| | 552,964 29 | Land, town lots, and contracts for sale of land..... | | | 552,964 29 | | |
| | | Other assets: | | | 792,037 01 | 792,037 01 | 440,008 80 |
| | \$331,478 36 | Materials and supplies..... | | \$314,579 00 | 511,283 38 | | 41,680 91 |
| | 131,230 81 | Supplies..... | | 101,293 79 | | | 66,605 36 |
| | 5,652,239 54 | Atlantic & Pacific Railroad Company, on account advances, etc..... | | 5,652,239 13 | | 57,053 18 | |
| | 100,523 50 | Wichita & Western and Kingman, Pratt & Western Rlys., advances..... | | 100,523 50 | | 30,067 39 | |
| | | Grand totals..... | | 6,268,769 42 | | | |
| | \$78,277,061 19 | | | | \$79,335,312 09 | \$1,058,250 90 | |
| | | LIABILITIES. | | | | | |
| | \$26,359,300 00 | Capital stock..... | | \$26,359,300 00 | | | |
| | 42,441,183 40 | Funded debt..... | | 42,387,426 20 | | \$53,757 20 | |
| | 4,670,039 83 | Current liabilities..... | | 5,404,311 51 | | \$734,271 98 | |
| | 343,683 73 | Accrued interest on funded debt not yet payable..... | | 520,610 50 | | 2,629 25 | 23,073 23 |
| | 75,928 58 | Taxes accrued not yet payable..... | | 75,928 51 | | | |
| | 1,802,000 00 | Called bonds..... | | 1,886,000 00 | | 76,000 00 | |
| | 41,301 00 | H. W. Gardiner, treasurer, land-department account..... | | 3,000 00 | | | 41,000 00 |
| | 23,301 27 | Due Western Division, account coupons on Atlantic & Pacific Rld. Co., | | | | | 23,301 27 |
| | 137,820 00 | Due Western Division, second-mortgage 6-percent, bonds issued | | | | | |
| | | Profit and loss..... | | | | | |
| | 2,372,804 40 | Due Atchison, Topeka & Santa Fe Rld. Co. on rolling stock..... | | 275,640 00 | | 137,820 00 | |
| | | Grand totals..... | | 467,511 10 | | 467,511 10 | |
| | \$78,277,061 19 | | | 2,138,954 67 | | \$1,058,250 90 | 218,849 73 |

Chicago, Burlington & Quincy Railroad Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|----------------------------|-----------------------|-----------------------------|
| John M. Forbes..... | Boston..... | May 12, 1897. |
| Chas. J. Paine..... | "..... | " 1897. |
| J. L. Gardner..... | "..... | " 1897. |
| Fraucis W. Hunnewell..... | "..... | " 1897. |
| Wm. Endicott, jr..... | "..... | " 1897. |
| Richard Olney..... | "..... | " 1897. |
| T. Jefferson Coolidge..... | Manchester, Mass..... | " 1897. |
| Edward W. Hooper..... | Cambridge, "..... | " 1897. |
| John N. A. Griswold..... | New York..... | " 1897. |
| James H. Smith..... | "..... | " 1897. |
| Chas. E. Perkins..... | Burlington, Ia..... | " 1897. |

Post-office address of general office, Chicago, Ill.

Post-office address of operating office, Omaha, Neb.

OFFICERS.

| Title. | Name. | Location of office. |
|--|-----------------------|---------------------|
| Chairman of the Board..... | J. M. Forbes..... | Boston. |
| President..... | C. E. Perkins..... | Byrlington, Ia. |
| First Vice-President..... | J. C. Peasley..... | Chicago. |
| Second Vice-President..... | George B. Harris..... | " |
| Secretary..... | T. S. Howland..... | Boston. |
| Treasurer..... | J. C. Peasley..... | Chicago. |
| Assistant Treasurer *..... | J. G. Taylor..... | Omaha. |
| General Solicitor *..... | C. F. Manderson..... | " |
| Attorney *..... | J. W. Deweese..... | Lincoln. |
| General Auditor *..... | C. I. Sturgis..... | Chicago. |
| Auditor *..... | J. G. Taylor..... | Omaha. |
| Assistant Auditor *..... | W. P. Durkee..... | " |
| General Manager *..... | G. W. Holdrege..... | " |
| Chief Engineer *..... | I. S. P. Weeks..... | Lincoln. |
| General Superintendent *..... | T. E. Calvert..... | " |
| Division Superintendent *..... | C. B. Rodgers..... | Wymore, Neb. |
| " " *..... | A. Campbell..... | McCook, " |
| " " *..... | J. R. Phelan..... | Alliance, " |
| " " *..... | E. Bignell..... | Lincoln. |
| Superintendent of Telegraph *..... | C. E. Yates..... | " |
| General Freight Agent *..... | Geo. H. Crosby..... | Omaha. |
| Assistant General Freight Agent *..... | Allen B. Smith..... | " |
| General Passenger and Ticket Agent *..... | J. Francis..... | " |
| Assistant Gen. Pass. and Ticket Agent *..... | Arthur B. Smith..... | " |
| General Baggage Agent *..... | T. Marsland..... | Lincoln. |
| Land Commissioner *..... | W. W. Baldwin..... | Burlington, Ia. |

* For lines west of the Missouri river.

IMPORTANT CHANGES DURING THE YEAR.

CHANGES IN BONDS.

| | | |
|------------|--|-----------|
| C. B. & Q. | 7s, 1896, decrease..... | \$547,500 |
| " " | 7s, 1903, increase..... | 2,252,000 |
| " " | Iowa division, 5s, 1919, decrease..... | 1,000 |
| " " | " " 4s, 1919, increase..... | 967,000 |
| " " | Neb. ext., 4s, 1927, decrease..... | 321,000 |
| " " | Bond scrip, 7s, 1903, decrease..... | 5,000 |
| " " | Omaha Southwest Rd., 8s, 1896, decrease..... | 669,000 |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|---|---------------------------|----------------------------------|----------------------------|--------------------------------------|
| | From | To | | |
| Railroad line represented by capital stock—main line: | | | | |
| Chicago, Bur. & Quincy Rld..... | Various | Various | 635.52 | |
| Bur. & Mo. Riv. Rld. in Neb..... | Pacific Junct., Ia. | Kearney, Neb..... | 195.29 | 830.81 |
| Branches and spurs: | | | | |
| Chicago, Bur. & Quincy Rld..... | Various | Various | 1,578.63 | |
| Republican Valley Rld..... | York, Neb..... | Central City, Neb..... | 41.52 | |
| | Nemaha, Neb..... | Salem, Neb..... | 17.60 | |
| | Nemaha, Neb..... | Beatrice, Neb..... | 65.20 | |
| | Beatrice, Neb..... | Wymore, Neb..... | 11.87 | |
| | Hastings, Neb..... | Colo. sta. line, Neb..... | 239.41 | |
| | Aurora, Neb..... | Grand Island, Neb..... | 18.51 | |
| | Aurora, Neb..... | Hastings, Neb..... | 27.75 | |
| | Table Rock, Neb..... | Amboy, Neb..... | 142.84 | |
| Omaha & Southwestern Rld..... | Omaha, Neb..... | Oreapolis, Neb..... | 16.84 | |
| | Crete, Neb..... | Beatrice, Neb..... | 30.09 | |
| Nebraska Rly..... | Nemaha, Neb..... | York, Neb..... | 135.74 | |
| | Nebraska City Bridge | Line..... | 2.09 | |
| Lincoln & Northwestern Rld..... | Lincoln, Neb..... | Columbus, Neb..... | 73.49 | |
| Atchison & Nebraska Rld..... | Atchison, Kas..... | Lincoln, Neb..... | 144.95 | |
| | Rulo Bridge Line..... | | 3.42 | |
| Nebraska & Colorado Rld..... | Chester, Neb..... | Fairmount, Neb..... | 45.19 | |
| | Kenesaw, Neb..... | Oxford, Neb..... | 60.67 | |
| | De Witt, Neb..... | Colo. sta. line, Neb..... | 298.32 | |
| | Edgar, Neb..... | Superior, Neb..... | 26.53 | |
| Chicago, Nebraska & Kas. Rld..... | Odell Junct., Neb..... | Concordia, Kas..... | 71.04 | |
| Rep. Val., Kas. & Southw'n Rld..... | Republican, Neb..... | Oberlin, Kas..... | 78.23 | |
| Burlington & Colorado Rld..... | Colo. sta. line, Neb..... | Denver, Colo..... | 174.89 | |
| Colorado & Wyoming Rld..... | Colo. sta. line, Neb..... | Wyo. sta. line, Colo..... | 144.58 | |
| Cheyenne & Burlington Rld..... | Colo. sta. line, Wyo..... | Cheyenne, Wyo..... | 29.01 | |
| Oxford & Kansas Rld..... | Orleans, Neb..... | Kansas state line..... | 59.61 | |
| Beaver Valley Rld..... | Neb. state line..... | St. Francis, Kas..... | 74.18 | |
| Lincoln & Black Hills Rld..... | Central City, Neb..... | Ericson, Neb..... | 62.94 | |
| | Greeley Cent., Neb..... | Burwell, Neb..... | 40.38 | |
| | Palmer, Neb..... | Arcadia, Neb..... | 54.02 | |
| Grand Island & Wyo. Cent. Rld.. | Grand Island, Neb..... | Wyo. state line..... | 401.52 | |
| | Edgarm't Jct., S. D..... | Deadwood, S. D..... | 106.40 | |
| | Minnekohta, S. D..... | Hot Springs, S. D..... | 13.34 | |
| | Englewood, S. D..... | Spearfish, S. D..... | 31.91 | |
| Grand Island & N. Wyo. Rld..... | Wyo. state line..... | Alger, Wyo..... | 229.59 | |
| | New Castle, Wyo..... | Cambria, Wyo..... | 7.00 | |
| Big Horn Southern Rld..... | Montana line..... | Huntley, Mont..... | 101.74 | |
| Denver, Utah & Pacific Rld..... | Denver, Colo..... | Utah Junct., Colo..... | 3.00 | |
| | Burns Jct., Colo..... | Lyons, Colo..... | 32.67 | |
| Republican Val. & Wyo. Rld..... | Culbertson, Neb..... | Imperial Jct., Neb..... | 49.17 | |
| Omaha & North Platte Rld..... | Omaha, Neb..... | Schuyler, Neb..... | 80.78 | |
| St. Joseph & Nebraska Rld..... | Napier, Mo..... | Boswell, Mo..... | 5.86 | |
| Line operated under lease for specified sum: | | | | 4,832.52 |
| East of Missouri river..... | Various | Various | | 46.36 |
| Lines operated under trackage rights: | | | | |
| East of Missouri river..... | Various | Various | 95.94 | |
| K. C. St. J. & C. B. Rld..... | Neb. City bridge..... | Connection E. Nebraska City..... | 3.65 | |
| K. C. St. J. & C. B..... | Napier, Mo..... | St. Joseph, Mo..... | 37.28 | |
| U. P. D. & G. Rld..... | Utah Junc., Colo..... | Burns Jct., Colo..... | 11.90 | |
| Northern Pacific Rld..... | Huntley, Mont..... | Billings, Mont..... | 12.62 | |
| | | | | 160.79 |
| Total mileage operated..... | | | | 5,870.48 |
| Mileage of Burlington & Missouri River Rld. in Nebraska: | | | | |
| Main line..... | | | 195.29 | |
| Branches and spurs..... | | | 3,253.59 | 3,449.18 |
| Trackage rights..... | | | | 64.35 |
| Totals..... | | | | 3,514.03 |

HISTORY.

Date of organization: Charter act, February 14, 1855. Burlington & Missouri River Rld. in Nebraska incorporated May 12, 1869. Republican Valley Rld. incorporated March 28, 1878.

Organized under laws of different states, as follows: Chicago, Burlington & Quincy Rld. Co., Illinois; Burlington & Missouri River Rld. in Nebraska, Nebraska; Republican Valley Rld., Nebraska.

This is a consolidated company, the constituent companies, date of charters of each and all amendments of same are as follows:

Aurora Branch Rld. Co., chartered February 12, 1849; amended February 14, 1855, changing name to Chicago, Burlington & Quincy Rld. Co.

Central Military Tract Rld. Co., chartered February 15, 1851; consolidated with Chicago, Burlington & Quincy Rld. Co. July 9, 1856.

Peoria & Oquawka Rld. Co., chartered February 12, 1849; consolidated with the Chicago, Burlington & Quincy Rld. Co. June 24, 1861.

Northern Cross Rld., chartered April 13, 1849; consolidated with Chicago, Burlington & Quincy Rld. Co. July 30, 1865.

Burlington & Missouri River Rld., incorporated January 15, 1850, and the Burlington & Missouri Rld. Co., incorporated July 24, 1871, both existing under the laws of the state of Iowa; consolidated with Chicago, Burlington & Quincy Rld. Co. January 31, 1875.

Burlington & Missouri River Rld. Co. in Nebraska, incorporated May 12, 1869; consolidated with Chicago, Burlington & Quincy Rld. Co. January 1, 1880.

Republican Valley Rld. Co., incorporated March 28, 1878; consolidated with Chicago, Burlington & Quincy Rld. Co. March 1, 1882.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS:

1. Adams Express Co.
2. No mail contract west of Missouri river.
3. Pullman Palace Car Co., for sleeping-cars. None for parlor or dining-cars.
4. K. C. St. J. & C. E. Rld. Co., for use of track in Missouri.
5. Union Pacific, Denver & Gulf Rly. Co., for use of track in Colorado.
6. Northern Pacific Rld Co., for use of track in Montana.
7. Western Union Telegraph Co. A considerable portion of the telegraph lines along the main line of the road in Illinois and most of its branches was built prior to 1872, at which time the road was consolidated with the Iowa property, on which latter there was a telegraph system built entirely by the railroad company. And the same is true of the telegraph line along that portion of the railroad west of the Missouri river, which was consolidated about 1890 with the road east of the Missouri river.

In 1872, a written contract to run for 25 years was made with the Western Union Telegraph Co., which contract was, in its commercial features, subsequently extended over all portions of the road.

By the terms of this contract, the railroad company agreed to build a telegraph line along its road and branches; and if a second line was needed, the telegraph company was to furnish the poles and the railroad company the labor. It was also agreed that whenever the railroad company should require the exclusive use of one wire the telegraph company should furnish the material and machinery for an additional wire, and the railroad company should furnish the labor for putting up such wire. The telegraph company agreed to furnish all poles, wire and insulators, and the stationery for commercial business, necessary for the maintenance, repair and operation of the telegraph wires along the company's road. The railroad company agreed to transport the officers and employees of the telegraph company free when traveling on company business. The telegraph company was to furnish main batteries and a certain amount of free service to points off the line of the railroad.

The contract also provides that the railroad company's agents shall do commercial telegraphing at all stations, and the receipts are divided in certain proportions. This contract will soon expire, and no steps have yet been taken for its renewal. Under its operation, the telegraph company constructed some independent wires on the railroad company's property, and the parties are not agreed on the question of ownership.

No other telegraph company operates lines over this road.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|--------------------------------|--------------------------|----------------------------|--------------|
| | | | Increase. | Decrease. |
| \$202,895,322 10 | Cost of road and equipment.... | \$204,952,631 40 | \$2,057,309 30 | ..... |
| 21,790,600 32 | Stocks owned | 22,378,312 95 | 587,712 63 | ..... |
| 16,858,199 81 | Bonds owned | 16,044,147 47 | ..... | \$814,052 34 |
| 2,452,199 78 | Other permanent investments.. | 2,451,668 70 | ..... | 531 08 |
| 718,283 25 | Lands owned..... | 717,831 02 | ..... | 452 23 |
| 7,945,473 85 | Cash and current assets | 5,641,086 82 | ..... | 2,304,387 03 |
| | Other assets: | | | |
| 1,257,544 88 | Materials and supplies | 2,295,188 47 | 1,037,643 59 | ..... |
| 9,229,750 17 | Sinking fund..... | 9,635,227 94 | 405,477 77 | ..... |
| \$263,147,374 16 | Grand totals | \$264,116,094 77 | \$968,720 61 | ..... |

COMPARATIVE GENERAL BALANCE SHEET—Concluded.

| June 30, 1895. Total. | LIABILITIES. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|---|--------------------------|----------------------------|----------------|
| | | | Increase. | Decrease. |
| \$82,004,200 00 | Capital stock..... | \$82,004,200 00 | | |
| 127,714,400 00 | Funded debt..... | 129,409,900 00 | \$1,695,500 00 | |
| 5,707,522 67 | Current liabilities..... | 4,044,309 58 | | \$1,663,213 09 |
| 14,512,137 90 | Sinking funds..... | 15,289,229 92 | 777,092 02 | |
| 9,000,000 00 | Renewal fund..... | 9,000,000 00 | | |
| | Accrued interest on funded debt not yet payable..... | *1,575 47 | | 76,135 85 |
| 74,560 38 | Current accounts—balance..... | 286,947 96 | | 7,007 39 |
| 293,955 35 | Income account..... | 9,363,878 20 | 90,367 79 | |
| 9,278,490 41 | Profit and loss..... | 14,714,204 58 | 152,097 13 | |
| 14,562,107 45 | | | | |
| \$263,147,374 16 | Grand totals..... | \$264,116,094 77 | \$968,720 61 | |

* This is a credit item, and should be deducted.

Chicago Great Western Railway Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|---------------------|----------------------|-----------------------------|
| Wm. Dawson..... | St. Paul..... | September, 1898. |
| A. Kulman..... | "..... | " 1898. |
| A. B. Stickney..... | "..... | " 1896. |
| H. A. Gardner..... | Chicago..... | " 1896. |
| H. E. Fletcher..... | Minneapolis..... | " 1896. |
| A. Oppenheim..... | St. Paul..... | " 1896. |
| S. C. Stickney..... | "..... | " 1897. |
| C. W. Benson..... | "..... | " 1897. |
| J. W. Lusk..... | "..... | " 1897. |

Post-office address of general office, St. Paul, Minn.
 Post-office address of operating office, St. Paul, Minn.

OFFICERS.

| Title. | Name. | Location of office |
|--|-----------------------|--------------------|
| Chairman of the Board..... | A. B. Stickney..... | St. Paul. |
| President..... | A. B. Stickney..... | " |
| First Vice-President..... | A. Oppenheim..... | " |
| Second Vice-President..... | A. Kulman..... | " |
| Third Vice-President..... | C. W. Benson..... | " |
| Secretary..... | R. C. Wight..... | " |
| Treasurer..... | C. O. Kulman..... | " |
| Attorney, or General Counsel..... | Daniel W. Lawler..... | " |
| Auditor..... | W. B. Bend..... | " |
| General Manager..... | S. C. Stickney..... | " |
| Chief Engineer..... | H. Fernstrom..... | " |
| General Superintendent..... | C. Shields..... | " |
| Assistant General Superintendent..... | J. Berlingett..... | " |
| Division Superintendent..... | J. A. Kelly..... | Chicago. |
| "..... | B. F. Egan..... | Des Moines. |
| "..... | J. C. Ford..... | Oelwein, Iowa. |
| Superintendent of Telegraph..... | J. Berlingett..... | St. Paul. |
| General Freight Agent..... | P. C. Strohr..... | " |
| Assistant General Freight Agent..... | F. H. Tibbitts..... | Chicago. |
| General Passenger Agent..... | F. H. Lord..... | " |
| Assistant General Passenger Agent..... | H. D. Badgley..... | " |
| General Ticket Agent..... | F. H. Lord..... | " |
| Assistant General Ticket Agent..... | H. D. Badgley..... | " |
| General Baggage Agent..... | John Colley..... | " |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|--|---------------------|--------------------|----------------------------|--------------------------------------|
| | From | To | | |
| Railroad lines represented by capital stock — main line: | | | | |
| Chicago Great Western Rly. Co.. | St. Paul, Minn..... | Dubuque, Iowa.... | 253.53 | |
| | Aiken, Ill..... | Forest Home, Ill.. | 146.73 | |
| | Oelwein, Iowa.... | Des Moines, Iowa.. | 130.33 | |
| | Des Moines, Iowa.. | St. Joseph, Mo.... | 159.25 | |
| | Bee Creek, Mo.... | Beverly, Mo..... | 23.00 | |
| | | | | 712.84 |

TERMINAL TABLE—Concluded.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|---------------------------------------|-----------------------------|----------------------|----------------------------|--------------------------------------|
| | From | To | | |
| Branches and spurs..... | Hayfield, Minn..... | Manly Junc., Iowa.. | 47.20 | 131.64 |
| | Sumner, Iowa..... | Hampton, Iowa..... | 63.95 | |
| | Cedar Falls, Iowa... | Wilson Junc., Iowa.. | 7.48 | |
| | Valeria, Iowa..... | Coal Mines, Iowa... | 3.20 | |
| | Eden, Minn..... | Wasioja, Minn..... | 4.00 | |
| | Sycamore..... | De Kalb..... | 5.81 | |
| Lines operated under trackage rights: | | | | |
| St. Paul & Northern Pac..... | Minneapolis, Minn.. | St. Paul, Minn..... | 10.56 | |
| Duluth & Dubuque Br'ge Co... | Dubuque, Iowa..... | East Dubuque, Ill... | .59 | |
| Illinois Central Rld..... | East Dubuque, Ill... | Portage Curve, Ill.. | 13.23 | |
| Chicago, Burl. & Northern..... | Portage Curve, Ill.. | Aiken, Ill..... | 1.85 | |
| Chicago & Northern Pac..... | Forest Home, Ill... | Chicago, Ill..... | 10.18 | |
| Des Moines Union Rly..... | In Des Moines, Ia... | | 2.26 | |
| Kansas City Suburban Belt... | In Kansas City, Mo., | and Kansas City, Ks. | 2.50 | |
| K. C. St. J. & C. B. Rld..... | In St. Joseph, Mo... | | .81 | |
| St. Joseph Terminal Co..... | | | .39 | |
| Kansas City Northwestern | Leavenworth..... | Kansas City, Ks.... | 27.91 | |
| Atchison, Topeka & Santa Fe. | In city of Leavenworth..... | | 2.46 | |
| Leav. Topeka & Southwestern, | | | 1.40 | |
| Chicago, Rock Island & Pac... | Beverly, Mo..... | Stillings, Mo..... | 3.59 | |
| Leav. Terminal & Bridge Co... | Stillings..... | Leavenworth..... | 1.36 | |
| Atchison, Topeka & Santa Fe. | St. Joseph..... | Bee Creek, Mo..... | 7.63 | |
| | | | | 86.72 |
| Total mileage operated..... | | | | 931.20 |

HISTORY.

Date of organization: January 5, 1892.

Organized under general laws of the state of Illinois. Articles of incorporation filed with the secretary of the state of Illinois, January 16, 1892.

This company was organized for the purpose of reorganizing the Chicago, St. Paul & Kansas City Railway Company. The Chicago, St. Paul & Kansas City Railway Company was organized under the general laws of the state of Iowa.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

1. The United States Express Co. receives and delivers goods at express cars and pays a fixed annual sum per mile of road for the use of the railway company's express cars and the handling of same in passenger trains, but the annual amount paid shall in no case be less than 40 per cent. of the gross earnings of the express company on the line of the Chicago Great Western railway.

2. The United States government pays on basis of amount and character of service.

3. The Mann Boudoir Sleeping-Car Co., operated by the Pullman Company, furnishes the necessary number of sleeping-cars, and is paid on basis of miles run by cars. The sleeping-car company receives the revenue derived from sale of berths and seats, and pays extra attendants in charge of cars. No parlor-cars in use on the Chicago Great Western railway. The dining-cars are operated by the railway company.

4. There are no freight or transportation lines operating over the Chicago & Great Western railway. Through-billing arrangements with all connecting lines.

With the Illinois Central Railroad Company, for trackage of all trains of this company between East Dubuque and Portage Curve, Ill., for which this company pays a fixed annual sum.

With the Chicago, Burlington & Northern Rld. Co., for trackage of all trains of this company between Portage Curve and Aiken, Ill., for which this company pays 3 per cent. per annum on the cost of the property.

With the Chicago & Northern Pacific Rld. Co., for use of terminals at Chicago, Ill., from Forest Home to Harrison street, 10.18 miles, for which this company pays a fixed annual sum.

With the Des Moines Union Rly. Co., for use of 2.26 miles of main track and terminals in the city of Des Moines, Ia., for which this company pays its proportion on wheelage basis of 5 per cent. per annum on cost of property.

With Minnesota Transfer Rly. Co., for use of yards and tracks at Minnesota Transfer, for which this company pays one-eighth of 5 per cent. per annum on the bonds of the Minnesota Transfer Rly. Co.

With Atchison, Topeka & Santa Fe Rly. Co., for trackage of all trains of this company from St. Joseph to Bee Creek, Mo., for which it pays 3 per cent. per annum on the cost of the property.

With St. Joseph Terminal Rly. Co., for use of tracks and terminals in the city of St. Joseph, Mo., for which this company pays a fixed annual sum.

With Kansas City, St. Joseph & Council Bluffs Rly. Co., for use of tracks and yards in the city of St. Joseph, Mo., for which this company pays a fixed annual sum.

With Kansas City Northwestern Rly. Co., for use of 30.13 miles of track from Leavenworth to Kansas City, Kas., for which this company pays a fixed annual sum.

With Minneapolis & St. Louis Rld. Co., for use of track in Minneapolis, Minn., for which this company pays \$300 per annum.

With Kansas City Suburban Belt Rly. Co., for use of tracks and depot in the city of Kansas City, Kas., for which this company pays a fixed annual sum.

With Atchison, Topeka & Santa Fe Rly. Co., for use of 2.46 miles of track in the city of Leavenworth, Kas., for which this company pays a fixed annual sum.

With Leavenworth, Topeka & Southwestern Rly. Co., for use of 1.41 miles of track in the city of Leavenworth, Kas., for which this company pays a fixed annual sum.

With Chicago, Rock Island & Pacific Rly. Co., for use of 3.59 miles of track from Beverly to Stillings, Mo., for which this company pays a fixed annual sum.

With Chicago & Northwestern Rly. Co., for use of side-track in the city of De Kalb, Ill., for which this company pays a fixed annual sum.

With St. Paul & Northern Pacific Rld. Co., for use of yards and tracks in East Minneapolis and trackage between Minneapolis and St. Paul, Minn., for which this company pays its proportion based on wheelage of 6 per cent. per annum on the cost of the property.

7. The Postal Telegraph Cable Co. operates the telegraph lines, and by contract furnishes the necessary number of wires and facilities to the railway company for the transaction of its business on the lines of the road. Operators at railway stations are paid by the railway company, and perform service for the telegraph company. Operators at city or outside offices are paid by the telegraph company. Material for maintenance is supplied by the telegraph company, and labor for maintenance is furnished by the railway company. The telegraph company receives all revenue derived from commercial business.

The following telephone companies furnish telephones at the various points on the line where required and are paid a fixed monthly sum for the use of the instruments: Northwestern Telephone Exchange Co., Central Union Telephone Co., Missouri & Kansas Telephone Co., Chicago Telephone Co., Marshal Telephone Co., De Kalb County Telephone Co., People's Telephone Co., Cedar Valley Telephone Co., Western Electric Telephone Co., Citizens' Telephone Co.

With Dunleith & Dubuque Bridge Co., for use of bridge crossing Mississippi river at Dubuque, Iowa, for which this company pays a fixed annual sum.

With Leavenworth Terminal Railway & Bridge Co., for use of bridge and tracks, for which this company pays a fixed annual sum.

With Railway Equipment Company of Minnesota, for equipment leased by the railway company, on which it agrees to pay 5 per cent. of its cost on the first day of each June for nine consecutive years, commencing June 1, 1892, and the balance on the 1st day of June, 1901, on equipment covered by contract dated May 28, 1891, and agrees to pay 5 per cent. of the cost of equipment covered by contract dated December 26, 1891, on the 1st day of each January for nine consecutive years, commencing January 1, 1893, and the balance on the 1st day of January, 1902, and agrees to pay as rental, in monthly installments, 7 per cent. per annum on the unpaid principal. All these sums are represented by lease warrants, and when all are paid the equipment becomes the property of the railway company.

IMPORTANT CHANGES DURING THE YEAR.

1. DeKalb & Great Western Railway lines from Sycamore, Ill., to DeKalb, Ill., (5.81 miles). Open for traffic on September 1, 1895.

Lease with Atchison, Topeka & Santa Fe Rly. Co., for use of Leavenworth, Northern & Southern track (2.46 miles) and Leavenworth, Topeka & Southwestern 1.40 miles, a total of 3.86 miles, ceased March 1, 1896, and lease made with Atchison, Topeka & Santa Fe for use of Leavenworth, Northern & Southern tracks 2.46 miles, also with Leavenworth, Topeka & Southwestern for use 1.40 miles, which commenced on March 1, 1896.

Lease with Chicago, Rock Island & Pacific Rly. Co., for use of 2.52 miles track, ceased on September 1, 1895, and new lease made with them for use of 3.59 miles track from Beverly, Mo., to Stillings, Mo., dated September 1, 1895.

Lease with Leavenworth Bridge Co., for use of bridge crossing the Missouri river near Leavenworth, Kas., surrendered September 1, 1895.

Lease made with Leavenworth Terminal Railway & Bridge Co., to cross the Missouri river from Stillings, Mo., to Leavenworth, commencing September 1, 1895.

Lease with Union Pacific for use of yards and terminals in Leavenworth, Kas., ceased September 1, 1895.

Lease with Leavenworth Union Depot Co., for use of tracks and union depot at Leavenworth, Kas., ceased September 1, 1895.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. | | June 30, 1896. | | Year ending June 30, 1896. | |
|---------------------------|-----------------|--|-----------------|----------------------------|--------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| ASSETS. | | | | | |
| Cost of road..... | \$50,927,896 89 | Cost of equipment..... | \$51,313,075 83 | \$385,179 14 | |
| Leased rolling stock..... | 2,143,371 92 | Leased rolling stock..... | 2,372,872 05 | 229,500 13 | |
| Stocks owned..... | 1,761,967 21 | Stocks owned..... | 1,645,324 98 | | \$116,112 23 |
| Land owned..... | 594,063 01 | Cash and current assets..... | 869,456 21 | 275,383 20 | |
| Other assets: | 126,325 78 | Materials and supplies..... | 387,235 29 | 325,960 49 | 126,325 78 |
| \$170,618 27 | 571,324 80 | \$213,248 45 | | | |
| 176,161 25 | | 160,610 67 | | | |
| | | Slaking fund..... | | 27,079 60 | |
| | | Profit and loss..... | 373,859 12 | | |
| | | | 208,568 25 | | |
| | | Grand totals..... | \$57,680,941 43 | \$1,213,112 56 | 161,993 66 |
| | \$56,842,290 54 | | | | \$404,461 67 |
| | | LIABILITIES. | | | |
| | | Capital stock..... | \$51,117,706 99 | \$215,442 00 | |
| | | Funded debt..... | 4,177,008 43 | | \$146,453 92 |
| | | Current liabilities..... | 1,468,870 96 | 792,416 96 | |
| | | Interest due July 15, 1895, on 4-per-cent. debenture stock, payable in cash..... | | | |
| | | Interest due July 15, 1895, on 4-per-cent. debenture stock, payable in debenture stock at par..... | | | |
| \$157,746 28 | | Transportation certificates and mileage tickets outstanding..... | | | |
| 75,206 00 | | Interest due July 15, 1896, on 4-per-cent. debenture stock, payable in cash..... | 35,170 01 | | 232,952 28 |
| | | Interest due July 15, 1896, on 4-per-cent. debenture stock, payable in debenture stock at par..... | 162,426 00 | 162,426 00 | 26,023 87 |
| | | Grand totals..... | 73,796 00 | 73,796 00 | |
| | \$56,812,290 54 | | \$57,680,941 43 | \$1,244,080 96 | \$405,430 07 |

Chicago, Rock Island & Pacific Railway Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|------------------------|----------------------|-----------------------------|
| R. P. Flower..... | New York..... | June, 1898. |
| Benj. Brewster..... | "..... | " 1898. |
| H. R. Bishop..... | "..... | " 1897. |
| Henry M. Flagler..... | "..... | " 1898. |
| Alexander E. Orr..... | "..... | " 1897. |
| David Dows, jr..... | "..... | " 1899. |
| Alex. T. Van Nest..... | "..... | " 1897. |
| H. H. Porter..... | Chicago..... | " 1899. |
| Marshall Field..... | "..... | " 1899. |
| John DeKoven..... | "..... | " 1899. |
| W. G. Purdy..... | "..... | " 1897. |
| R. R. Cable..... | Rock Island..... | " 1897. |
| F. H. Griggs..... | Davenport..... | " 1898. |

Post-office address of general office, Chicago, Ill.
 Post-office address of operating office, Chicago, Ill.

OFFICERS.

| Title. | Name. | Location of office. |
|---|------------------------|---------------------|
| President..... | R. R. Cable..... | Chicago. |
| First Vice-President..... | Benjamin Brewster..... | New York. |
| Second Vice-President..... | W. G. Purdy..... | Chicago. |
| Third Vice-President..... | W. H. Truesdale..... | " |
| Secretary and Treasurer..... | W. G. Purdy..... | " |
| Assistant to President..... | H. A. Parker..... | " |
| General Attorney..... | Robert Mather..... | " |
| Auditor..... | M. A. Low..... | Topeka. |
| Assistant Auditor..... | S. C. Matthews..... | Chicago. |
| General Manager..... | H. F. Morris..... | Topeka. |
| Assistant General Manager..... | W. H. Truesdale..... | Chicago. |
| Chief Engineer..... | W. I. Allen..... | " |
| General Superintendent..... | H. A. Parker..... | " |
| Assistant General Superintendent..... | A. J. Hitt..... | " |
| Division Superintendent..... | W. H. Stilwell..... | Topeka. |
| "..... | C. H. Hubbell..... | Chicago. |
| "..... | C. T. Nichols..... | Bue Island. |
| "..... | Harry Fox..... | Des Moines. |
| "..... | C. N. Gilmore..... | " |
| "..... | W. J. Lawrence..... | Trenton. |
| "..... | W. M. Hobbs..... | Horton. |
| "..... | F. C. Smith..... | Colorado Sp'gs. |
| "..... | C. W. Jones..... | Herington. |
| "..... | S. B. Hovey..... | Fort Worth. |
| Traffic Manager..... | J. M. Johnson..... | Chicago. |
| General Freight Agent..... | H. Gower..... | " |
| General Ticket and Passenger Agent..... | D. Atwood..... | Topeka. |
| Asst. General Ticket and Passenger Agent..... | John Sebastian..... | Chicago. |
| General Ticket and Passenger Agent..... | S. F. Boyd..... | " |
| Asst. General Ticket and Passenger Agent..... | Geo. W. Dubach..... | " |
| General Baggage Agent..... | T. J. Anderson..... | Topeka. |
| Superintendent of Telegraph..... | J. D. Martin..... | Chicago. |
| Land Commissioner..... | A. R. Swift..... | " |
| | J. L. Drew..... | Davenport. |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|---|--------------------------|-------------------------------------|----------------------------|--------------------------------------|
| | From | To | | |
| Chicago, Rock Island & Pac. Rly. | Chicago, Ill. | Council Bluffs, Ia. | 499.62 | |
| | Davenport, Iowa. | Winthrop, Mo. | 341.84 | |
| | Edgerton Junc., Mo. | Leavenworth, Kas. | 20.31 | |
| | Washington, Iowa. | Knoxville, Iowa. | 79.00 | |
| | So. Englewood, Ill. | So. Chicago, Ill. | 7.50 | |
| | Wilton, Iowa. | Muscatine, Iowa. | 11.98 | |
| | Wilton, Iowa. | Lime Kiln, Iowa. | 6.08 | |
| | Newton, Iowa. | Monroe, Iowa. | 17.00 | |
| | Des Moines, Iowa. | Indianola and Winterset, Iowa. | 47.07 | |
| | Menlo, Iowa. | Guthrie Center, Ia. | 14.58 | |
| | Atlantic, Iowa. | Audubon, Iowa. | 24.54 | |
| | Atlantic, Iowa. | Griswold, Iowa. | 14.71 | |
| | Avoca, Iowa. | Carson, Iowa. | 17.61 | |
| | Avoca, Iowa. | Harlan, Iowa. | 11.84 | |
| | Mt. Zion, Iowa. | Keosauqua, Iowa. | 4.50 | |
| | Altamont, Mo. | St. Joseph, Mo. | 49.66 | |
| | So. St. Joseph, Mo. | Rushville, Mo. | 14.70 | |
| | Kansas City, Mo. | Armourdale, Kas. | 2.40 | |
| | So. Omaha, Neb. | Jansen, Neb. | 107.05 | |
| | Elwood, Kas. | Liberal, Kas. | 439.54 | |
| | Herington, Kas. | Terral, I. T. | 349.07 | |
| | Herington, Kas. | Salina, Kas. | 49.30 | |
| | Horton, Kas. | Roswell, Colo. | 568.65 | |
| | Fairbury, Neb. | Nelson, Neb. | 51.53 | |
| | McFarland, Kas. | Belleville, Kas. | 103.98 | |
| | Dodge City, Kas. | Bucklin, Kas. | 28.64 | |
| | Proprietary companies: | | | |
| Peoria & Bureau Valley Rld. | Bureau, Ill. | Peoria, Ill. | 46.70 | |
| Keokuk & Des Moines Rly. | Keokuk, Iowa. | Des Moines, Iowa. | 162.20 | |
| Des Moines & Fort Dodge Rld., Lines operated under trackage rights: | Des Moines, Iowa. | Fort Dodge and Ruthven, Iowa. | 143.76 | |
| Hannibal & St. Joseph Rly. | Cameron, Mo. | Kansas City, Mo. | 54.30 | 352.66 |
| Union Pacific Rly. | Council Bluffs, Ia. | So. Omaha, Neb. | 7.02 | |
| | Kansas City, Mo. | No. Topeka, Kas. | 67.35 | |
| | Limon, Colo. | Denver, Colo. | 89.78 | |
| Denver & Rio Grande Rld. | Denver, Colo. | Pueblo, Colo. | 119.60 | |
| Total | | | | 338.05 |
| | | | | 3,571.41 |
| Mileage operated in Kansas | | | | 1,124.30 |

HISTORY.

2. Date of organization: June 2, 1880.
3. Organized under laws of Illinois and Iowa.
4. The Chicago, Rock Island & Pacific Rly. Co. is a consolidated company, and owns its property located in the states of Illinois, Iowa, Missouri, Kansas, Nebraska, Colorado and the Indian territory by virtue of its articles of consolidation and purchases as hereinafter stated. As a consolidated organization, its constituent companies are as follows:
 1. The Rock Island & La Salle Rld. Co., created by special charter granted by the state of Illinois, February 27, 1847.
 2. The Chicago & Rock Island Rld. Co., successor to the Rock Island & La Salle, by amendment to the charter of the former company, February 7, 1851.
 3. On the 1st day of February, 1853, the Mississippi & Missouri Rld. Co. was incorporated under the general laws of the state of Iowa, and the road constructed by it sold under foreclosure to the Chicago, Rock Island & Pacific Rld. Co., incorporated under the general laws of the state of Iowa on the 28th day of May, 1856.
 4. On the 20th day of August, 1866, the Chicago & Rock Island Rld. Co., of Illinois, and the Chicago, Rock Island & Pacific Rld. Co., of Iowa, were consolidated, by virtue of the general laws of the states of Illinois and Iowa, the consolidated company taking the name of the Chicago, Rock Island & Pacific Rld. Co.
 5. On the 4th day of January, 1869, the Platte County & Fort Des Moines Rld. Co. was incorporated by the legislature of Missouri, and on the 4th day of January, 1860, the Platte City & Fort Des Moines Rld. Co. was organized under the statutes of said state. On the 30th of July, 1867, the name of the Platte City & Fort Des Moines Rld. Co. was, by resolution of said company, changed to the Leavenworth & Des Moines Rld. Co. On the 3d of March, 1869, the name of the last-mentioned company was changed by the legislature of the state of Missouri to the Chicago & Southwestern Rly. Co., and on the 12th day of May, 1869, there was organized under the general incorporation laws of the state of Iowa a corporation of said state by the name of the Chicago & Southwestern Rly. Co. On the 25th day of September, 1869, by virtue of the general laws of the states of Iowa and Missouri, the two last-mentioned companies were consolidated into a consolidated company, known as the Chicago & Southwestern Rly. Co.

A mortgage covering the property of the Chicago & Southwestern Rly. Co. in Iowa and Missouri was foreclosed subsequent to the above-mentioned consolidation, and at the sale under said mortgage said property was sold to the Iowa Southern & Missouri Northern Rly. Co., a corporation organized under the general laws of the state of Iowa on the 27th day of August, 1876.

On the 29th day of November, 1870, there was organized under the general laws of the state of Missouri a corporation known as the Atchison Branch of the Chicago & Southwestern Rly. Co., and on the 16th day of August, 1871, a consolidation of the last-mentioned company was effected with the Chicago & Southwestern Rly. Co., of the states of Iowa and Missouri.

On the 30th day of April, 1869, there was incorporated under the general incorporation laws of the state of Iowa a corporation known as the Des Moines, Indianola & Missouri Rld. Co., which constructed a line of railroad from Des Moines, in the state of Iowa, to Indianola, in said state.

There was organized under the general incorporation laws of the state of Iowa a corporation known as the Des Moines, Winterset & Southwestern Rld. Co., which constructed a line of road from a junction with the Des Moines, Indianola & Missouri railroad to Winterset, in the state of Iowa, which two last-mentioned railroads were conveyed to the said Iowa Southern & Missouri Northern Rly. Co.

On the 4th day of August, 1877, there was organized under the general laws of the state of Iowa the Newton & Monroe Rld. Co., which constructed a railroad from Newton, in the state of Iowa, to Monroe, in said state; and on the 11th day of June, 1878, there was organized under the same laws the Atlantic & Audubon Rld. Co., which constructed a railroad from Atlantic, in said state, to Audubon, in said state; and on the 27th day of August, 1879, there was organized the Atlantic Southern Rld. Co., which constructed a railroad from the said town of Atlantic to Griswold, in said state; and on the 27th day of October, 1879, there was organized under the said laws the Avoca, Macedonia & Southwestern Rld. Co., which constructed a railroad from Avoca, in said state, to Carson, in the same state.

On the 2d day of June, 1880, pursuant to the general laws of the states of Illinois and Iowa, articles of consolidation were entered into between the above-mentioned Chicago, Rock Island & Pacific Rld. Co., the Iowa Southern & Missouri Northern Rld. Co., the Newton & Monroe Rld. Co., the Atlantic Southern Rld. Co., the Avoca, Macedonia & Southwestern Rld. Co., and the Atlantic & Audubon Rld. Co., whereby was created the corporation known as the Chicago, Rock Island & Pacific Rly. Co.

Under the laws of the state of Missouri there was organized a corporation known as the St. Joseph & Iowa Rld. Co., these laws beginning with the 22d day of January, 1857, and terminating the 19th of March, 1886, and the railroad constructed by this company in Missouri has been conveyed to the Chicago, Rock Island & Pacific Rly. Co.

Under the general laws of the state of Iowa the following-named companies were organized on the dates named respectively: The Avoca & Harlan Rld. Co., organized on the 15th day of June, 1878, which constructed a railroad from Avoca, in the state of Iowa, to Harlan, in said state; and the Guthrie & Northwestern Rld. Co., organized under the same laws, on the 4th day of October, 1879, which constructed a railroad from Menlo, in the state of Iowa, to Guthrie Center, in said state, which two roads have been since their construction purchased by the said Chicago, Rock Island & Pacific Rly. Co.

On the 17th day of March, 1888, there was organized, under the laws of the state of Kansas, a corporation known as the Chicago, Kansas & Nebraska Rly. Co., which company constructed a line of road from the Missouri river westward to Colorado Springs, in the state of Colorado, through the states of Kansas and Nebraska, and southwestward through said state of Kansas into Indian territory. The road so constructed has been foreclosed and purchased by the Chicago, Rock Island & Pacific Rly. Co.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

1. The United States Express Company runs over all lines operated by this company, for which they pay a specified annual rental.
2. The government pays a specified amount per mile per annum, based on weight of mails and regulations imposed by Congress and the post-office department.
3. Sleeping-cars are owned jointly by this company and the Pullman Palace Car Company; earnings are divided equally between the companies. Dining-cars are owned and operated by this company.
7. The Western Union Telegraph Company owns and operates the telegraph lines used by this company. This company furnishes operators, and receives a portion of earnings.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|---|--------------------------|----------------------------|--------------|
| | | | Increase. | Decrease. |
| \$88,786,951 19 | Cost of road | \$89,287,772 77 | \$500,821 58 | ..... |
| 15,665,516 28 | Cost of equipment | 15,667,409 49 | 1,893 21 | ..... |
| 2,836,848 78 | Stocks owned | 2,844,848 78 | 8,000 00 | ..... |
| 4,711,309 19 | Bonds owned | 4,769,771 20 | 58,462 61 | ..... |
| 732,332 75 | Loans and investments | 725,382 00 | ..... | \$6,950 75 |
| 1,956,961 43 | Advances to C. R. I. & T. Rly. Co. | 1,956,961 43 | ..... | ..... |
| 2,605,964 50 | Cash and current assets | 2,319,368 02 | ..... | 286,596 48 |
| 1,016,053 51 | Other assets: | | | |
| 281,000 00 | Materials and supplies | 1,155,846 14 | 139,792 63 | ..... |
| | Sinking fund | 295,000 00 | 14,000 00 | ..... |
| \$118,592,937 63 | Grand totals | \$119,022,359 83 | \$429,422 20 | ..... |
| | LIABILITIES. | | | |
| \$46,156,000 00 | Capital stock | \$46,156,000 00 | ..... | ..... |
| 62,712,000 00 | Funded debt | 62,712,000 00 | ..... | ..... |
| 823,104 20 | Current liabilities | 663,417 77 | ..... | \$159,686 43 |
| 8,213,000 00 | Addition and improvement ac- count | 8,213,000 00 | ..... | ..... |
| 688,838 43 | Profit and loss | 1,277,942 06 | \$589,108 63 | ..... |
| \$118,592,937 63 | Grand totals | \$119,022,359 83 | \$429,422 20 | ..... |

Hutchinson & Southern Railway Company.

DIRECTORY.

| Name of directors. | Post-office address. | Date of expiration of term. |
|------------------------|----------------------|-----------------------------|
| H. A. Christy..... | Chicago..... | May 13, 1897. |
| Sanger Brown..... | ..... | “ “ |
| Geo. K. Duckworth..... | Cincinnati..... | “ “ |
| C. H. Davis..... | ..... | “ “ |
| Hermon Teeper..... | ..... | “ “ |
| Geo. Hubbell..... | ..... | “ “ |
| C. B. Matthews..... | ..... | “ “ |
| Chas. Collins..... | Hutchinson, Kas..... | “ “ |
| W. M. Whitelaw..... | ..... | “ “ |
| S. A. Darrah..... | Anthony, Kas..... | “ “ |

Post-office address of general office, Hutchinson, Kas.

Post-office address of operating office, Hutchinson, Kas.

OFFICERS.

| Title. | Name. | Location of office. |
|---------------------------------------|---------------------------------|---------------------|
| Chairman Reorganization Board..... | W. A. Bradford, jr..... | Boston, Mass. |
| Receiver..... | L. E. Walker..... | Hutchinson, Kas. |
| President..... | H. A. Christy..... | Chicago. |
| First Vice-President..... | Geo. K. Duckworth..... | Cincinnati. |
| General Solicitor..... | W. M. Whitelaw..... | Hutchinson, Kas. |
| Auditor..... | L. D. Pollock..... | “ “ |
| Assistant Auditor..... | A. P. Kidwell..... | “ “ |
| Secretary and Treasurer..... | Duties performed by president. | “ “ |
| General Manager..... | ..... | “ “ |
| Chief Engineer..... | H. L. Jackson..... | Wichita, Kas. |
| Assistant General Superintendent..... | Duties performed by C. B. Hart. | “ “ |
| Superintendent of Telegraph..... | L. D. Pollock..... | Hutchinson, Kas. |
| Traffic Manager..... | Duties performed by C. B. Hart. | “ “ |

HISTORY.

Organized under the laws of Kansas.

This is a consolidated company, the constituent companies and dates of charters being as follows: McPherson, Texas & Gulf Rld. Co., charter filed May 31, 1887; Hutchinson, Oklahoma & Gulf Rld. Co., charter filed May 7, 1889.

Date and authority for each consolidation: Consolidated October 5, 1889; articles of consolidation filed October 7, 1889.

Road placed in hands of receiver August 9, 1893.

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|---------------------------------|---------------------|-------------------|----------------------------|--------------------------------------|
| | From | To | | |
| Hutchinson & Southern Rld. Co., | Hutchinson, Kas.... | Cameron, Kas..... | 82.20 | 82.20 |

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Express companies: Have contract with United States Express Co. to haul express business. The railroad company receives 30 cents per 100 pounds for all express matter handled. Comparative general balance sheet of this road omitted because improperly made up.

Kansas City Belt Railway Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|-------------------------|----------------------|--|
| Edward S. Washburn..... | Kansas City, Mo..... | One year from May 12, 1886, or until successors are elected. |
| Wallace Pratt..... | " "..... | |
| W. J. Ferry..... | " "..... | |
| A. J. Earling..... | Chicago, Ill..... | |
| D. B. Robinson..... | " "..... | |
| J. J. Frey..... | Topeka, Kas..... | |
| Edward Wilder..... | " "..... | |

Address of general and operating office, Kansas City, Mo.

OFFICERS.

| Title. | Name. | Location of office. |
|-----------------------------------|------------------------------|---------------------|
| Chairman of the Board..... | The President acts as such. | |
| President..... | Edward S. Washburn..... | Kansas City. |
| Secretary..... | W. J. Ferry..... | " "..... |
| Treasurer..... | Edward Wilder..... | Topeka. |
| Attorney, or General Counsel..... | Pratt, Ferry & Hagerman..... | Kansas City. |
| Auditor..... | C. C. Ripley..... | " "..... |
| Superintendent..... | D. W. Rider..... | " "..... |
| Chief Engineer..... | Daniel Bontecou..... | " "..... |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|--------------------------------|---|--|----------------------------|--------------------------------------|
| | From | To | | |
| The Kansas City Belt Rly. Co.. | Argentine bridge, in Wyandotte county, Kas..... | Valley of the Blue river, in Jackson county, Mo..... | 10 | 10 |

Total mileage operated in Kansas, 2.97.

HISTORY.

Date of organization: March 13, 1886, by consolidation.
 Organized under general laws as follows: Missouri — article 2, chapter 21, Revised Statutes 1879; Kansas — article 2, chapter 84, Dassel's Compiled Laws.
 Is a consolidated company, formed March 13, 1886, by consolidation of the Kansas City Belt Rly. Co., a corporation organized under the general laws of Missouri, June 27, 1882, with the Kansas City Belt Rld. Co., a corporation organized under the general laws of Kansas, March 25, 1885. Said consolidation was carried out in conformity with the general laws of Kansas and Missouri.
 Date and authority for each consolidation: Date, March 13; authority, article 2, chapter 21, Revised Statutes of Missouri, 1879, and article 2, chapter 84, Dassel's Compiled Laws of Kansas. The said constituent companies were organized under provisions of the laws above referred to and those contained in chapter 23 of said laws of Kansas.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Contracts: With the Chicago, Milwaukee & St. Paul Rly. Co. and Chicago, Santa Fe & California Rly. Co., dated respectively May 31, 1887, and May 31, 1888, granting use of the Belt railway jointly with it and other companies for a period of 99 years from date, requiring payment in each instance of 3 per cent. per annum of cost of portion of property used, in monthly installments, in addition to payment of equal proportion of cost of supervision and conducting transportation, and a proportion of cost of maintenance of way and structures established by the wheelage of each company using the line.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|--------------------------------|--------------------------|----------------------------|------------|
| | | | Increase. | Decrease. |
| \$2,060,150 97 | Cost of road. | \$2,090,326 14 | \$30,175 17 | ..... |
| 62,390 68 | Cost of equipment | 62,390 68 | ..... | ..... |
| 1,528 69 | Other permanent investments .. | 1,495 60 | ..... | \$33 09 |
| 109,576 67 | Cash and current assets | 104,681 18 | ..... | 4,895 49 |
| | Other assets: | | | |
| 11,387 51 | Materials and supplies | 5,801 47 | ..... | 5,586 04 |
| 1,739 32 | Sundries..... | 1,593 71 | ..... | 145 61 |
| \$2,246,763 84 | Grand totals | \$2,266,278 78 | \$19,514 94 | ..... |
| | LIABILITIES. | | | |
| \$100,000 00 | Capital stock..... | \$100,000 00 | ..... | ..... |
| 1,980,000 00 | Funded debt | 2,000,000 00 | \$200,000 00 | ..... |
| 85,215 33 | Current liabilities..... | 78,254 82 | ..... | \$6,960 51 |
| 81,548 51 | Profit and loss | 88,023 96 | 6,475 45 | ..... |
| \$2,246,763 84 | Grand totals | \$2,266,278 78 | \$19,514 94 | ..... |

Kansas City, Fort Scott & Memphis Railroad Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|----------------------------|----------------------|-----------------------------|
| H. H. Hunnewell | Boston | March 10, 1897. |
| T. Jefferson Coolidge | " | " |
| John A. Burnham | " | " |
| B. P. Cheney, jr. | " | " |
| Nathaniel Thayer | " | " |
| T. Jefferson Coolidge, jr. | " | " |
| F. L. Higginson | " | " |
| Charles Merriam | " | " |
| Chas. W. Blair | Leavenworth, Kas. | " |
| O. E. Leonard | Lawrence, Kas. | " |
| B. P. McDonald | Fort Scott, Kas. | " |
| Francis Bartlett | Boston | " |

Address of general office, Kansas City, Mo.
Address of operating office, Kansas City, Mo.

OFFICERS,

| Title. | Name. | Location of office. |
|------------------------------------|--------------------|---------------------|
| Chairman of the Board | H. H. Hunnewell | Boston, Mass. |
| President | Edward S. Washburn | Kansas City, Mo. |
| Secretary | Charles Merriam | Boston, Mass. |
| Treasurer | | |
| General Counsel | Wallace Pratt | Kansas City, Mo. |
| Comptroller | J. S. Ford | " |
| Assistant Comptroller | Cyrus Garnsey, jr. | " |
| General Auditor | C. W. Courtright | Boston, Mass. |
| General Manager | Edward S. Washburn | Kansas City, Mo. |
| Chief Engineer | Daniel Bontecou | " |
| Superintendent | J. H. Emmert | " |
| Division Superintendent | H. S. Mitchell | Fort Scott, Kas. |
| " | R. R. Hammond | Springfield, Mo. |
| " | J. H. Sullivan | Memphis, Tenn. |
| Superintendent of Telegraph | H. C. Sprague | Kansas City, Mo. |
| Freight Traffic Manager | J. J. Fletcher | " |
| Assistant General Freight Agent | J. D. Riddell | " |
| General Passenger and Ticket Agent | F. C. Dumbeck | " |
| General Baggage Agent | J. E. Lockwood | " |
| | S. M. Hibbard | " |

TERMINAL TABLE.

| Name. | Terminals. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--|---------------------|-------------------|------------------------------------|--|
| | From | To. | | |
| Line represented by capital stock — main line: | | | | |
| Kas. City, Ft. Scott & Mem. | Kansas City, Mo. | Memphis, Tenn. | 484.53 | 484.53 |
| Branches and spurs | Miami, Kas. | Carbon Center | 27.54 | |
| | Washburn. | Webb City, Mo. | 80.09 | |
| | Arcadia, Kas. | Cherry Vale, Kas. | 74.50 | |
| | Weir City Jc., Kas. | Weir City, Kas. | 3.94 | |
| | Greenfield, Mo. | Aurora, Mo. | 37.67 | |
| Total miles operated during the year | | | | 223.74 |
| Total mileage operated in Kansas | | | | 708.27 |
| | | | | 256.94 |

HISTORY.

Date of organization: April 24, 1888, by consolidation, as stated below.

Organized under general laws of Kansas, Missouri and Arkansas, as follows:

Kansas: Chapter 23, and article 2, chapter 34, Dassel's Compiled Laws, and amendments thereto of March 4, 1887, found in chapter 136 of Laws of 1887, Missouri: Article 2, chapter 21, Revised Statutes of 1887, Arkansas: Chapter 125 of Mansfield's Digest of Statutes.

Formed April 24, 1888, by consolidation, in accordance with the laws of Kansas, Missouri, and Arkansas, of the Kansas City, Fort Scott & Springfield Railroad Co., a corporation existing under the general laws of Kansas, with the Kansas City, Springfield & Memphis Railroad Co., a corporation existing under the general laws of Missouri and Arkansas. The first of the constituent corporations above named was formed February 8, 1888, by the consolidation, in accordance with the general laws of Kansas, of the Kansas City, Fort Scott & Gulf Railroad Co., the Rich Hill Railroad Co., the Fort Scott, Southeastern & Memphis Railroad Co., the Fort Scott, Southeastern & Memphis Railway Co., the Short Creek & Joplin Railroad Co., the Kansas & Missouri Railroad Co., and the Memphis, Kansas & Colorado Railway Co., all of which were corporations organized under the general laws of Kansas. The second of said constituent corporations, viz., the Kansas City, Springfield & Memphis Railroad Co., was formed March 31, 1884, by the consolidation, in accordance with the general laws of Missouri and Arkansas, of the Springfield & Memphis Railroad Co., a corporation organized November 19, 1880, under the general laws of Arkansas, with the Kansas City, Springfield & Memphis Railroad Co., a corporation organized September 10, 1881, under the general laws of Missouri.

Date and authority for each consolidation: March 31, 1883, article 2, chapter 21, Revised Statutes of Missouri, 1879, and chapter 125 Mansfield's Digest of Statutes of Arkansas: Springfield & Memphis Railroad Co. with Kansas City, Springfield & Memphis Railroad Co., forming Kansas City, Springfield & Memphis Railroad Co. February 8, 1888, chapter 23, and article 2, chapter 34, Dassel's Compiled Laws of Kansas, chapter 136, Laws of Kansas, 1887: Kansas City, Fort Scott & Gulf Railroad Co. with different companies, enumerated above, forming the Kansas City, Fort Scott & Springfield Railroad Co. April 24, 1888, laws above mentioned: Kansas City, Fort Scott & Springfield Railroad Co. with the Kansas City, Springfield & Memphis Railroad Co., forming the Kansas City, Fort Scott & Memphis Railroad Co.

IMPORTANT CHANGES DURING THE YEAR.

| | |
|--|----------|
| Bonds canceled through sinking fund..... | \$58,000 |
| Bonds issued..... | 545,000 |

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

1. Agreement with the Adams Express Co., covering that portion of this company's road west of Springfield, Mo., dated May 1, 1894, and expiring May 1, 1899. Under its provisions the railroad company furnishes the necessary space, properly heated and lighted, in its passenger-trains, and transports the business of the express company. The railroad company receives in compensation for such service 40 per cent. of the gross earnings of the express company, with a guarantee that the compensation to the railroad company shall not be less than \$52,182 per annum. The railroad company also furnishes storage and office room in its buildings.

Contract with the Southern Express Co., covering that portion of this company's road east of Springfield, Mo., dated May 1, 1894, and expiring May 1, 1899. Under its provisions the railroad company furnishes car space, properly heated and lighted, in its passenger-trains, and transports the business of the express company. The railroad company receives in compensation for such service 40 per cent. of the gross receipts of the express company, with a guarantee that the compensation to the railroad company shall not be less than \$33,379.65 per annum. The railroad company also furnishes storage and office room in its buildings.

2. There is no written contract with the United States government for the transportation of mails, but the railroad company furnishes space, properly heated and lighted, on its passenger-trains, and transports the mails for such compensation as is fixed under the rules of the post-office department, based upon a result of the weighing of the mails at stated periods for 30 consecutive working days. The compensation for the past year has been \$108,188.33.

3. Contract between the Pullman Palace Car Co. and the Kansas City, Fort Scott & Gulf Rld. Co. (succeeded by this company) and the Kansas City, Springfield & Memphis Rld. Co. (succeeded by this company), both dated Feb. 23, 1883, and expiring June 1, 1893. The railroad company hauls the cars of the Pullman company on certain through passenger-trains, and supplies them with the necessary ice, water, fuel, and material for lights and lubricating, and pays 3 cents per car per mile run. The Pullman company keeps the cars in repair.

5. Agreement dated September 12, 1888, amended January 1, 1892, between the various railroad companies, forming the Western Freight Association. Said agreement being for the purpose of maintaining uniform, reasonable and stable rates.

Agreement of Southwestern Traffic Association, dated July 1, 1894, for the purpose of maintaining uniform, reasonable and stable rates.

Contract with the Missouri, Kansas & Texas Rly. Co., dated July 27, 1891, and remains in force for five years, except that after July 1, 1892, it may be terminated by either party giving the other six months' notice, in writing, of desire to terminate the same. Under its provisions the Fort Scott company, in conjunction with the Kansas City, Clinton & Springfield Rly. Co., hauls the freight of the Missouri, Kansas & Texas between Clinton, Mo., and Kansas City, Mo.

Agreement with the Missouri, Kansas & Texas Rly. Co., dated March 13, 1894, granting joint use of terminals at Kansas City for a fixed rental of \$20,000 per year. Cost of maintenance and operation divided on a wheelage basis.

Agreement with the Missouri, Kansas & Texas Rly. Co., dated March 13, 1894, granting the joint use of track between Kansas City, Mo., and Paola, Kas., at a fixed rental of \$30,000 per year. Expense of maintenance and operation divided on a wheelage basis. The Missouri, Kansas & Texas Rly. Co., however, does not run its passenger-trains under this agreement, but the company hauls their passenger business between the points named, under a contract dated July 11, 1891.

Agreement with the Kansas City, Springfield & Memphis Rld. Co. (succeeded by this company) and the Kansas City, Memphis & Birmingham Rld. Co., dated February 10, 1887, by which the former agrees to pay to the treasurer of the latter company, in trust, 10 per cent. of its gross earnings derived from all business over its road going to and coming from the latter company's road, for a period of 40 years from March 1, 1887, to be applied in the following manner: First, to pay, if need be, any interest on the new mortgage bonds not provided for by net earnings. Second, if not needed for above interest on mortgage bonds, to be used as income applicable to interest on income bonds. Third, if not needed for either of above purposes, to be applied to the purchase, under advertisement, of the income bonds at a price not exceeding par and interest; but if no bonds are offered under the advertisement, then they are to be drawn by lot for payment at par and interest, the bonds so purchased or drawn to be immediately canceled.

Contract between the Western Union Telegraph Co., and the Kansas City, Fort Scott & Memphis Rly. Co., dated July 31, 1894, expiring July 31, 1911, relative to the construction and operation of joint telegraph lines along the road of this company, the Kansas City, Memphis & Birmingham Rld. Co., and the Kansas City & Memphis Railway and Bridge Co. The railroad company furnishes the poles and the labor for construction of lines, as well as labor for maintenance and repairs. The telegraph company furnishes all material, except poles and a foreman for construction, as well as all material and a foreman for maintenance and repairs. After the erection of two wires, either company may string as many as are necessary, upon paying the whole cost. The telegraph company furnishes all necessary batteries, instruments, etc., for operation of line or lines. The railroad company receives free telegraph service beyond its road to the extent of \$15,000 per annum, calculated at full rates, and pays one-half rates in excess of such limit.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|--|--------------------------|----------------------------|--------------------|
| | | | Increase. | Decrease. |
| \$25,568,364 80 | Cost of road..... | \$25,543,964 02 | | \$24,400 78 |
| 4,884,593 01 | Cost of equipment..... | 4,880,978 01 | | 3,615 00 |
| 209,561 76 | Stocks owned..... | 209,561 76 | | |
| 1,594,004 28 | Cash and current assets..... | 1,522,894 11 | | 71,110 17 |
| | Other assets: | | | |
| 329,068 22 | Materials and supplies..... | 355,559 38 | \$26,491 16 | |
| 375,451 75 | Sinking fund..... | 348,073 33 | | 27,378 42 |
| 67,021 21 | Equipment trusts..... | 82,619 60 | 15,598 39 | |
| \$33,028,065 03 | Grand totals..... | \$32,943,650 21 | | \$84,414 82 |
| | LIABILITIES. | | | |
| \$12,747,000 00 | Capital stock..... | \$12,747,000 00 | | |
| 17,217,000 00 | Funded debt..... | 17,704,000 00 | \$487,000 00 | |
| 1,725,346 93 | Current liabilities..... | 1,095,215 60 | | \$630,131 33 |
| | Accrued interest on funded debt not yet payable..... | 204,261 64 | 3,030 42 | |
| | Amount represented by equip- ment trusts and sinking funds, per contra, to be carried to con- struction and equipment ac- counts when the sinking fund applies to reduce bonded debt, | 444,473 74 | | 3,869 82 |
| 448,343 56 | Profit and loss..... | 748,699 23 | 59,555 91 | |
| 689,143 32 | | | | |
| \$33,028,065 03 | Grand totals..... | \$32,943,650 21 | | \$84,414 82 |

Kansas City, Clinton & Springfield Railway Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|------------------------|----------------------|-----------------------------|
| J. S. Ford | Kansas City..... | } March 10, 1897. |
| Wallace Pratt | " | |
| E. S. Washburn | " | |
| J. H. Emmert | " | |
| I. P. Dana | " | |
| Wm. E. Dunn | " | |
| C. W. Goodlander | Fort Scott..... | |
| S. T. Fulton | Kansas City..... | |
| C. W. Blair | Leavenworth..... | |

Post-office address of general office, Kansas City Mo.
Post-office address of operating office, Kansas City, Mo.

OFFICERS.

| Title. | Name. | Location of office. |
|--------------------------------------|-------------------------|---------------------|
| President | Edward S. Washburn..... | Kansas City, Mo. |
| Secretary | J. S. Ford | " |
| Treasurer | Charles Merriam..... | Boston, Mass. |
| General Counsel..... | Wallace Pratt..... | Kansas City, Mo. |
| Comptroller..... | J. S. Ford | " |
| Assistant Comptroller..... | Cyrus Garnsey, jr..... | " |
| General Auditor | C. W. Courtright..... | Boston, Mass. |
| General Manager..... | Edward S. Washburn..... | Kansas City, Mo. |
| Chief Engineer..... | Daniel Bontecou..... | " |
| Superintendent..... | J. H. Emmert | " |
| Division Superintendent..... | H. S. Mitchell..... | Fort Scott, Kan. |
| Superintendent of Telegraph..... | H. C. Sprague..... | Kansas City, Mo. |
| Freight Traffic Manager..... | J. J. Fletcher | " |
| Assistant General Freight Agent..... | J. D. Riddell | " |
| Assistant General Freight Agent..... | F. C. Dumbeck..... | " |
| General Passenger Agent..... | J. E. Lockwood..... | " |
| General Ticket Agent..... | J. E. Lockwood..... | " |
| General Baggage Agent..... | S. M. Hibbard | " |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|--|--------------------|--------------------|----------------------------|--------------------------------------|
| | From | To | | |
| Line represented by capital stock —main line: | | | | |
| Kansas City, Clinton & Springfield..... | Olathe, Kan..... | Ash Grove, Mo..... | 154.22 | 154.22 |
| Branches and spurs..... | Raymore Jct., Mo.. | Pleasant Hill, Mo. | 8.41 | 8.41 |
| Totals | | | 162.63 | 162.63 |

HISTORY.

Date of organization: February 12, 1885.

Organized under general laws of states as follows: Kansas — article 2, chapter 84, Dassel's Compiled Laws; Missouri — article 2, chapter 21, Revised Statutes 1879.

Formed February 12, 1885, by consolidation of the Kansas City, Clinton & Springfield Rld. Co., a corporation organized under the general laws of Missouri, with the Pleasant Hill &

DeSoto Rld. Co., a corporation organized under the general laws of Kansas. Said consolidation was carried out in conformity with the general laws of Missouri and Kansas. The aforesaid constituent companies were organized under the laws of their respective states above named, the former September 3, 1884, and the latter October 16, 1877.

Date and authority for each consolidation: Date, February 12, 1885; authority, article 2, chapter 21, Revised Statutes of Missouri, 1879, and article 2, chapter 84, Dassel's Compiled Laws of Kansas. The said constituent companies were organized under the provisions of the laws above referred to and those contained in chapter 23 of said laws of Kansas.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Contract with the Adams Express Co., dated May 1, 1894, and expires May 1, 1899. Under its provisions the railroad company furnishes the necessary car space in its passenger-trains, properly heated and lighted, and transports the business of the express company. The railroad company receives in compensation for such services 40 per cent. of the gross earnings of the express company, with a guarantee that the amount to be paid to the railroad company shall not be less than \$6,318 per annum. The railroad company also furnishes storage and office room in its buildings.

There is no written contract with the United States government for the transportation of mails, but the railroad company furnishes space, properly heated and lighted, in its passenger-trains, and transports the mails for such compensation as is fixed under the rules of the post-office department, based upon the result of the weighing of the mails at stated periods for 30 consecutive working days.

Contract with the Missouri, Kansas & Texas Rld. Co., dated July 27, 1891, and remains in force for five years, except that after July 1, 1892, it may be terminated by either party giving the other six months' notice, in writing, of desire to terminate the same. Under its provisions, the Clinton company, in conjunction with the Kansas City, Fort Scott & Memphis Rld. Co., hauls the freight of the Missouri, Kansas & Texas between Clinton, Mo., and Kansas City, Mo.

Contract with the Western Union Telegraph Co., dated February 3, 1886, and expires May 14, 1910, concerning the construction and operation of a joint telegraph line or lines along this company's road. The railroad company furnishes the poles and labor for construction of line, as well as labor for maintenance and repairs. The telegraph company furnishes all material, excepting poles, and a foreman for construction, as well as all material and a foreman for maintenance and repairs. In case a second wire is necessary, the telegraph company furnishes all material and the railroad company the necessary labor. After the erection of two wires, either company may string as many as are necessary upon paying the whole cost. The telegraph company furnishes all necessary batteries, instruments, etc., for operation of line or lines. The railroad company receives free telegraph service beyond its road to the extent of \$1,400 per annum, calculated at full rates, and pays one-half rate in excess of such limit.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|---|--------------------------|-------------------------------|--------------------|
| | | | Increase. | Decrease. |
| \$4,802,504 64 | Cost of road | \$4,802,504 64 | | |
| 240,816 66 | Cost of equipment | 240,816 66 | | |
| 71,155 15 | Cash and current assets | 53,659 68 | | \$17,495 47 |
| 30,993 70 | Materials and supplies | 11,337 64 | | 19,656 06 |
| 410,022 36 | Profit and loss | 407,807 76 | | 2,214 60 |
| \$5,555,492 51 | Grand totals..... | \$5,516,126 38 | | \$39,366 13 |
| | LIABILITIES. | | | |
| \$1,775,400 00 | Capital stock | \$1,775,400 00 | | |
| 3,250,000 00 | Funded debt | 3,250,000 00 | | |
| 489,177 51 | Current liabilities | 449,811 38 | | \$39,366 13 |
| 40,915 00 | Accrued interest on funded debt not yet payable | 40,915 00 | | |
| \$5,555,492 51 | Grand totals..... | \$5,516,126 38 | | \$39,366 13 |

Kansas City, Pittsburg & Gulf Railroad Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|-----------------------|----------------------|-----------------------------|
| E. L. Martin..... | Kansas City..... | January 23, 1897. |
| A. E. Stilwell..... | Philadelphia..... | " " 1897. |
| W. S. Taylor..... | " "..... | " " 1897. |
| J. L. Welch..... | " "..... | " " 1897. |
| E. P. Merwin..... | New York..... | " " 1897. |
| W. S. Woods..... | Kansas City..... | " " 1897. |
| E. T. Stotesbury..... | Philadelphia..... | " " 1897. |
| A. Hechscher..... | New York..... | " " 1897. |
| Dr. H. M. Howe..... | Philadelphia..... | " " 1897. |
| Robt. Gillham..... | Kansas City..... | " " 1897. |
| J. McD. Trimble..... | " "..... | " " 1897. |

Post-office address of general office, Kansas City, Mo.

Post-office address of operating office, Kansas City, Mo.

OFFICERS.

| Title. | Name. | Location of office. |
|--------------------------------|-----------------------|---------------------|
| President..... | E. L. Martin..... | Kansas City. |
| First Vice-President..... | A. E. Stilwell..... | " " |
| Second Vice-President..... | G. M. Titsingh..... | Amsterdam, Hol. |
| Third Vice-President..... | E. T. Stotesbury..... | Philadelphia. |
| Secretary..... | W. S. Taylor..... | " " |
| Treasurer..... | W. S. Taylor..... | " " |
| General Solicitor..... | J. McD. Trimble..... | Kansas City. |
| Auditor..... | G. N. Wilson..... | " " |
| General Manager..... | E. L. Martin..... | " " |
| Assistant General Manager..... | T. C. Sherwood..... | " " |
| Chief Engineer..... | Robt. Gillham..... | " " |
| General Superintendent..... | W. K. Morley..... | " " |
| General Freight Agent..... | J. A. Sargent..... | " " |
| General Passenger Agent..... | H. C. Orr..... | " " |
| Land Commissioner..... | F. A. Hornbeck..... | " " |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|---|---------------------|------------------------|----------------------------|--------------------------------------|
| | From | ● To | | |
| Railroad line represented by capital stock—main line: | | | | |
| Kansas City, Pittsburg & Gulf Rld..... | Grand View, Mo. | Joplin, Mo..... | 131.14 | |
| | Sulp'r Sp'rs, Ark.. | Poteau, I. T..... | 121.15 | |
| Lines operated under contract or when the rent is contingent: | | | | 252.29 |
| Kansas City, Fort Smith & S. Rld..... | Joplin, Mo..... | Sulp'r Sp'rs, Ark..... | | 50.99 |
| Lines operated under trackage rights: | | | | |
| Kansas City Suburban Belt Rld..... | Kansas City, Mo. | Belt Junct'n, Mo. | 12.00 | |
| Kansas City, Osceola & S. Rld..... | Belt Junct'n, Mo. | Grand View, Mo.. | 11.62 | |
| Operated under license: | | | | 23.62 |
| Texarkana & Fort Smith Rly..... | Horatio, Ark..... | Ark. & La. St. L.. | 74.80 | |
| | Beaumont, Tex... | Port Arthur, Tex. | 20.00 | |
| Kansas City, Shreveport & Gulf Rly.. | Ark. & La. St. L.. | Shreveport, La... | 44.50 | |
| Total..... | | | | 466.20 |

HISTORY.

Date of organization: Organized as Kansas City, Nevada & Fort Smith Rld. Co., November 6, 1886. Name changed January 26, 1893.

Organized under laws of state of Missouri: Article 2, chapter 21, Revised Statutes of Missouri, 1879.

IMPORTANT CHANGES DURING THE YEAR.

Extensions of road put in operation: Siloam Springs to Sallison, 61.7 miles, opened February 9, 1896; Sallison to Poteau, 35.4 miles, opened May 3, 1896.

New stocks issued: \$25,000 per mile on additional mileage.

New bonds issued: \$25,000 per mile on additional mileage.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Wells, Fargo & Co.'s Express operates over entire line of the Kansas City, Pittsburg & Gulf railroad, the railroad company receiving 40 per cent. of the gross earnings of the express company on its line.

Contract with the Western Union Telegraph Co. provides that the telegraph company will furnish all material and the railroad company all labor and transportation over its line necessary for the construction, extension and operation of the telegraph line, which both companies use jointly.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|--------------------------------|--------------------------|----------------------------|-----------|
| | | | Increase. | Decrease. |
| \$9,400,000 00 | Cost of road and equipment.... | \$15,350,000 00 | \$5,950,000 00 | |
| 1,325,000 00 | Bonds of other companies owned | 3,916,000 00 | 2,591,000 00 | |
| 1,325,000 00 | Stocks other companies owned.. | 3,916,000 00 | 2,591,000 00 | |
| 84,255 63 | Other permanent investments.. | 150,370 55 | 66,114 92 | |
| 58,341 84 | Cash and current assets..... | 92,522 80 | 34,180 96 | |
| | Materials and supplies..... | 36,723 29 | 36,723 29 | |
| \$12,192,597 47 | Grand totals..... | \$23,461,616 64 | \$11,269,019 17 | |
| | LIABILITIES. | | | |
| \$6,025,000 00 | Capital stock..... | \$11,591,000 00 | \$5,566,000 00 | |
| 6,025,000 00 | Funded debt..... | 11,591,000 00 | 5,566,000 00 | |
| 84,217 49 | Current liabilities..... | 116,532 73 | 32,315 24 | |
| 58,379 98 | Profit and loss..... | 163,083 91 | 104,703 93 | |
| \$12,192,597 47 | Grand totals..... | \$23,461,616 64 | \$11,269,019 17 | |

The Union Terminal Railroad Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|-----------------------|-----------------------|-----------------------------|
| J. H. Pickering..... | Kansas City, Mo..... | July 7, 1897. |
| C. A. Braley..... | " "..... | " "..... |
| A. L. Howe..... | " "..... | " "..... |
| J. T. Nolthenius..... | " "..... | " "..... |
| F. A. Hornbeck..... | " "..... | " "..... |
| O. H. Miller..... | Kansas City, Kas..... | " "..... |
| Wm. Thompson..... | " "..... | " "..... |
| Winfield Freeman..... | " "..... | " "..... |
| Wm. S. Taylor..... | Philadelphia, Pa..... | " "..... |

General and operating office, Kansas City, Kas.

OFFICERS.

| Title. | Name. | Location of office. |
|----------------------------|------------------------|---------------------|
| President..... | Charles A. Braley..... | Kansas City, Mo. |
| First Vice-President..... | J. T. Nolthenius..... | " "..... |
| Second Vice-President..... | F. A. Hornbeck..... | " "..... |
| Secretary..... | A. L. Howe..... | " "..... |
| Treasurer..... | A. L. Howe..... | " "..... |
| Assistant Secretary..... | O. H. Miller..... | Kansas City, Kas. |

TERMINAL TABLE.

| Name. | Terminals. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|-----------------|------------------------|------------------------------------|--|
| | From | To | | |
| Railroad line represented by capital stock—main line: | | | | |
| Union Terminal Rld..... | State line..... | Argentine..... | 5.18 | 5.18 |
| Branches and spurs: | | | | |
| Spur..... | Main line..... | K. C. N. W. Rld..... | .39 | |
| "..... | " "..... | Stock-yards..... | .62 | |
| "..... | " "..... | Argentine..... | .23 | |
| "..... | " "..... | First street..... | .20 | |
| "..... | " "..... | Electric-light plant.. | .15 | |
| "..... | | | | 1.59 |
| Total mileage operated.. | | | | 6.77 |

HISTORY.

Date of organization: December 30, 1891.
 Organized under Kansas general laws.
 Operated by Kansas City Suburban Belt Rld.

IMPORTANT CHANGES DURING THE YEAR.

.02 of a mile decrease in main line, owing to error in report for year ending June 30, 1895.
 .45 of a mile increase in spurs built during year.
 \$250,000 in first-mortgage bonds issued to complete road and for valuable extensions.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

The entire capital stock of this company, with the exception of six shares, is owned by the Kansas City Suburban Belt railroad, and the property is operated by the Belt company.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Increase. |
|--------------------------|---------------------|--------------------------|-----------|
| \$3,300,000 | Cost of road | \$3,550,000 | \$250,000 |
| | LIABILITIES. | | |
| \$2,000,000 | Capital stock | \$2,000,000 | |
| 1,300,000 | Funded debt | 1,550,000 | \$250,000 |
| \$3,300,000 | Totals | \$3,550,000 | \$250,000 |

Leavenworth Terminal Railway & Bridge Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|-----------------------|----------------------|-----------------------------|
| E. W. Snyder | Leavenworth..... | January, 1897. |
| Edward Carroll..... | " | " 1897. |
| Vinton Stillings..... | " | " 1897. |
| John Kelley..... | " | " 1897. |
| John Wilson..... | " | " 1897. |
| W. N. Todd..... | " | " 1897. |
| H. D. Rush..... | " | " 1897. |
| J. W. Crancer..... | " | " 1897. |
| John M. Laing..... | " | " 1897. |

Post-office address of general office, Leavenworth, Kas,
Post-office address of operating office, Leavenworth, Kas.

OFFICERS.

| Title. | Name. | Location of office. |
|-----------------------------------|-------------------------|---------------------|
| President..... | E. W. Snyder..... | Leavenworth. |
| First Vice-President..... | Edward Carroll..... | " |
| Secretary..... | Vinton Stillings..... | " |
| Attorney, or General Counsel..... | Wm. C. Hook..... | " |
| Chief Engineer..... | George S. Morrison..... | Chicago. |

TERMINAL TABLE.

| Name. | Terminals. | | By what company operated. | Miles of line. |
|---|----------------|---------------------|---------------------------|----------------|
| | From | To | | |
| The Leavenworth Terminal Railway & Bridge Co..... | Stillings, Mo. | Leavenworth, Kas..* | | 1.75 |

* Operated by the Kansas City, St. Joseph & Council Bluffs Rld. Co., the Chicago, Rock Island & Pacific Rly. Co., and the Chicago Great Western Rly. Co.

EXPLANATION OF CONTRACT OF OPERATION.

The Leavenworth Terminal Railway & Bridge Company leased to the Kansas City, St. Joseph & Council Bluffs Rld. Co. and to the Chicago, Rock Island & Pacific Rly. Co., for 30 years from January 2, 1894, the right to use the tracks of the former company from Stillings, Mo., to Leavenworth, Kas., with side-tracks and depot facilities, each tenant road to pay the sum of \$9,000 on the first day of June and December of each year for such use, which rental was reduced to \$8,000 instead of \$9,000, commencing September 1, 1895, by agreement, because of other occupancy by the road mentioned below.

Also leased to the Chicago Great Western Rly. similar rights, commencing September 1, 1895, extending 30 years, for the sum of \$12,300 per year for first year and \$14,300 per year thereafter.

The leases are not exclusive.

The tenant companies maintain tracks west of Main street in Leavenworth and the owners east of Main street.

HISTORY.

Date of organization: January 16, 1894.
 Organized under the laws of Kansas.
 This road is operated by the Kansas City, St. Joseph & Council Bluffs, Chicago, Rock Island & Pacific and Chicago Great Western railways.

IMPORTANT CHANGES DURING THE YEAR.

Lease made to the Chicago Great Western Railway Company.

COMPARATIVE GENERAL BALANCE SHEET,

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|-------------------------------|--------------------------|----------------------------|-------------------|
| | | | Increase. | Decrease. |
| \$1,200,000 00 | Cost of road..... | \$1,200,000 00 | | |
| 24,592 99 | Cash and current assets | 24,914 82 | \$321 83 | |
| 17,876 44 | Profit and loss | 12,235 18 | | \$5,641 26 |
| \$1,242,469 43 | Grand totals | \$1,237,150 00 | | \$5,319 43 |
| | LIABILITIES. | | | |
| \$800,000 00 | Capital stock..... | \$800,000 00 | | |
| 600,000 00 | Funded debt..... | 600,000 00 | | |
| 42,469 43 | Current liabilities | 39,150 00 | | \$3,319 43 |
| \$1,242,469 43 | Grand totals | \$1,239,150 00 | | \$3,319 43 |

Leavenworth, Topeka & Southwestern Railroad Co.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|-------------------------|----------------------|-----------------------------|
| J. O. Brinkerhoff | Kansas City | May 10, 1894. |
| S. H. H. Clark | Omaha | " 1894. |
| Alex. Caldwell | Leavenworth | " 1894. |
| H. P. Dillon | Topeka | " 1894. |
| A. Fassler | " | " 1894. |
| A. S. Johnson | " | " 1894. |
| N. H. Loomis | " | " 1894. |
| A. L. Williams | " | " 1894. |
| S. L. Thorndike | Boston | " 1894. |

Post-office address of general office, Boston, Mass.
 Post-office address of operating office, Omaha, Neb.
 Office of receiver, Topeka, Kas.

OFFICERS.

| Title. | Name. | Location of office. |
|---|----------------------|---------------------|
| Receiver * | C. T. McLellan | Topeka. |
| Treasurer † | Edward Wilder | " |
| Auditor † | C. J. Webb | " |
| Superintendent Telegraph † | R. B. Gemmell | " |
| Assistant General Freight Agent † | C. R. Hudson | " |
| Assistant General Passenger Agent † | W. J. Black | " |
| General Baggage Agent † | P. Walsh | " |

* Appointed April 20, 1894.

† Appointed by and acting for the Receiver.

TERMINAL TABLE.

| Name. | Terminals. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--|--------------------|---------------------|------------------------------------|--|
| | From | To | | |
| Leavenworth, Topeka & Southwestern Rly. | Leavenworth, Kas.. | Meriden Jct., Kas.. | ..... | 46.57 |
| | Meriden, Kas..... | Topeka, Kas..... | ..... | 11.20 |
| Total | | | | 57.77 |

HISTORY.

Date of organization: June 13, 1879. Receiver appointed April 20, 1894.
 Organized under laws of Kansas.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

1. Wells, Fargo & Co.'s Express: Agreement dated May 19, 1894.
2. Rates on mails fixed by postmaster-general.
3. Atchison, Topeka & Santa Fe Rld. Co.; Chicago Great Western Rly. Co., contract dated March 2, 1896.
7. Western Union Telegraph Company: Contract dated July 1, 1885.
9. Chicago Great Western Rly. Co., switching at Leavenworth, Kas.

Manhattan, Alma & Burlingame Railroad Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|-------------------------|----------------------|-----------------------------|
| A. F. Walker..... | New York..... | October 29, 1896. |
| J. T. Woodward..... | "..... | " 1896. |
| W. H. Davis..... | Topeka..... | " 1896. |
| C. K. Holliday, jr..... | "..... | " 1896. |
| C. Histed..... | "..... | " 1896. |
| G. F. Parmelee..... | Chicago..... | " 1896. |
| J. F. Dillon..... | New York..... | " 1896. |
| S. H. H. Clark..... | Omaha..... | " 1896. |
| J. O. Brinkerhoff..... | Kansas City..... | " 1896. |
| A. L. Williams..... | Topeka..... | " 1896. |
| H. P. Dillon..... | "..... | " 1896. |
| N. H. Loomis..... | "..... | " 1896. |
| E. W. Blair..... | "..... | " 1896. |

Post-office address of general office, Topeka, Kas.
 Post-office address of operating office, Topeka, Kas.

OFFICERS.

| Title. | Name. | Location of office. |
|--|-------------------------|---------------------|
| President..... | A. F. Walker..... | New York. |
| Vice-President..... | S. H. H. Clark..... | Omaha. |
| Secretary and Treasurer..... | E. Wilder*..... | Topeka. |
| Assistant Secretary..... | L. C. Deming..... | New York. |
| Assistant Treasurer..... | G. L. Goodwin..... | " |
| Comptroller..... | J. P. Whitehead..... | " |
| General Auditor..... | H. C. Whitehead..... | Chicago. |
| Assistant General Auditor..... | W. A. Burroughs..... | " |
| Auditor..... | J. F. H. McKibben*..... | Topeka. |
| Superintendent..... | C. T. McLellan*..... | " |
| Superintendent of Telegraph..... | R. B. Gemmell..... | " |
| Assistant General Freight Agent..... | C. R. Hudson*..... | " |
| Assistant General Passenger Agent..... | W. J. Black*..... | " |
| General Baggage Agent..... | P. Walsh..... | " |
| Receiver..... | H. P. Dillon†..... | " |

*Officers of the receivership.
 †Appointed January 19, 1895; took charge February 1, 1895.

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|-------------------------------|-----------------|----------------|----------------------------|--------------------------------------|
| | From | To | | |
| Manhattan, Alma & Burl. Rly.. | Burlingame..... | Manhattan..... | ..... | 56.62 |

HISTORY.

Date of organization: September 13, 1872.
 Organized under laws of state of Kansas.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

1. Wells, Fargo & Co.'s Express: The express company pays a certain percentage of its gross earnings from business carried over this company's line, and guarantees to the railroad company that such percentage shall not be less than a fixed amount per annum.

2. United States government mails: This company provides the cars, pays cost of maintenance of same, receives and delivers the mails at terminal offices, and delivers the mails into and takes from all intermediate offices located not over 80 rods from points at which trains make regular stops. Compensation is based on weight of mails, speed of trains, etc., as provided by law.

7. Western Union Telegraph Co.: All telegraph lines and appliances thereto along the line of the railroad company are owned jointly with the telegraph company. Cost of repairs are borne jointly by the two companies. The railroad company has free use of the wires for its own business, pays salaries of operators, furnishes office room, light, and heat, retaining as compensation for such expense a certain percentage of receipts from commercial business.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|------------------------------|--------------------------|----------------------------|-----------|
| | | | Increase. | Decrease. |
| \$1,649,941 00 | Cost of road..... | \$1,649,941 00 | | |
| 28,059 00 | Cost of equipment..... | 28,059 00 | | |
| 3,228 46 | Cash and current assets..... | 2,791 14 | | \$437 32 |
| ..... | Other assets: Sundries..... | 476 82 | \$476 82 | |
| 227,408 06 | Profit and loss..... | 241,022 32 | 13,619 26 | |
| \$1,908,626 52 | Grand totals..... | \$1,922,290 28 | \$13,663 76 | |
| | LIABILITIES. | | | |
| \$1,000,000 00 | Capital stock..... | \$1,000,000 00 | | |
| 678,000 00 | Funded debt..... | 678,000 00 | | |
| 226,806 52 | Current liabilities..... | 239,470 28 | \$13,163 76 | |
| 4,320 00 | Accrued taxes..... | 4,820 00 | 500 00 | |
| \$1,908,626 52 | Grand totals..... | \$1,922,290 28 | \$13,663 76 | |

Missouri, Kansas & Texas Railway Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|---------------------------|--------------------------|-----------------------------|
| Henry C. Rouse..... | New York | April, 1899. |
| Colgate Hoyt..... | " | " 1899. |
| F. N. Finney..... | Milwaukee | " 1899. |
| Alfred J. Poor..... | Chapman, Kas | " 1899. |
| John D. Rockefeller..... | New York | " 1898. |
| Wm. Dowd..... | " | " 1898. |
| Joel F. Freeman..... | " | " 1898. |
| James H. Bond..... | " | " 1898. |
| Wm. Rockefeller..... | " | " 1897. |
| Wm. Bond..... | " | " 1897. |
| Lee Clark..... | Parsons | " 1897. |
| H. J. De Marez Oyens..... | Amsterdam, Holland | " 1897. |
| Henry W. Poor..... | New York | " 1900. |
| Thos. C. Purdy..... | St. Louis..... | " 1900. |
| Simon Sterne..... | New York | " 1900. |
| B. P. McDonald..... | Fort Scott..... | " 1900. |

Post-office address of general office, St. Louis, Mo.
 Post-office address of operating office, Parsons, Kas.

OFFICERS.

| Title. | Name. | Location of office. |
|--------------------------------------|----------------------|---------------------|
| Chairman of the Board } President | Henry C. Rouse..... | New York. |
| Vice-President..... | Wm. Dowd..... | " |
| Secretary and Treasurer..... | Thos. C. Purdy..... | St. Louis. |
| Treasurer in Kansas..... | Chas. G. Hedge..... | New York. |
| General Solicitor..... | R. P. Roach..... | Parsons. |
| General Attorney..... | Jas. Hagerman..... | St. Louis. |
| Comptroller..... | T. N. Sedgwick..... | Parsons. |
| Auditor..... | Chas. G. Hedge..... | New York. |
| General Auditor..... | C. E. Spooner..... | Parsons. |
| General Manager..... | Geo. J. Pollock..... | St. Louis. |
| Assistant General Manager..... | Thos. C. Purdy..... | " |
| Chief Engineer..... | A. A. Allen..... | " |
| General Superintendent in Texas..... | S. B. Fisher..... | Parsons. |
| Division Superintendent..... | J. W. Maxwell..... | Denison. |
| " | W. R. Lyons..... | Sedalia. |
| " | L. W. Welch..... | Parsons. |
| " | T. S. McDowell..... | Smithville, Tex. |
| Superintendent of Telegraph..... | A. D. Bethard..... | Denison. |
| Traffic Manager..... | S. K. Bullard..... | Sedalia. |
| General Freight Agent..... | D. Miller..... | St. Louis. |
| Assistant General Freight Agent..... | C. Haile..... | " |
| General Passenger Agent..... | Edwin Adams..... | Parsons. |
| General Passenger Agent..... | Jas. Barker..... | St. Louis. |
| General Baggage Agent..... | Edwin Adams..... | Parsons. |
| Superintendent Transportation..... | W. K. Maxwell..... | " |
| General Storekeeper..... | M. Sweeney..... | " |
| | J. A. Murray..... | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|--|-----------------------|---------------------|------------------------------------|--|
| | From | To | | |
| Railroad line represented by capital stock: | | | | |
| M. K. & T. Rly..... | St. Louis (Tex. Jct.) | Denison..... | 683.75 | |
| | Hannibal..... | Franklin Junction.. | 104.50 | |
| | Sedalia (K. C. Jct.) | Paola..... | 86.42 | |
| | Junction City..... | Parsons..... | 157.51 | |
| | Labette..... | Mineral..... | 17.00 | |
| | McAlester..... | Krebs..... | 4.61 | |
| | Denison..... | Dallas..... | 104.52 | |
| | Dallas..... | Hillsboro..... | 65.58 | |
| | Hillsboro..... | Houston..... | 272.87 | |
| | Denison..... | Henrietta..... | 112.28 | |
| | Denison..... | Sherman..... | 11.16 | |
| | Greenville..... | Mineola..... | 50.50 | |
| | Denton..... | Dallas..... | 37.62 | |
| | Ft. Worth..... | Hillsboro..... | 54.50 | |
| | Echo..... | Belton..... | 7.12 | |
| | Smithville..... | San Marcos..... | 54.60 | |
| | Trinity..... | Colmesneil..... | 66.35 | |
| Lines operated under lease for specific sum: | | | | |
| K. C. & P. Rly..... | Paola..... | Stevens..... | 130.06 | 1,841.09 |
| D. & W. V. Rly..... | Atoka..... | Coalgate..... | 13.60 | |
| | Warner..... | Ray..... | 6.40 | |
| Line operated under contract: | | | | |
| Wichita Falls Rly..... | Henrietta..... | Wichita Falls..... | | 150.06 |
| | | | | 17.88 |
| St. L. K. & N. W. Rld..... | St. Louis..... | Texas Jct..... | 24.00 | |
| K. C. Ft. S. & M. Rld..... | Kansas City..... | Paola..... | 43.00 | |
| Texas & Pacific Rly..... | Whitesboro..... | Ft. Worth..... | 71.18 | |
| G. H. & H. R. R..... | Houston..... | Galveston..... | 50.00 | |
| | | | | 188.18 |
| Total..... | | | | 2,197.21 |

HISTORY.

Date of organization: Organized April 7, 1870, by the consolidation of the Union Pacific, Southern Branch (chartered September 20, 1865), the Tebo & Neosho (chartered June 18, 1870), the Labette & Sedalia (chartered May 7, 1878), and the Neosho Valley & Holden (whose road was opened in 1871).

The St. Louis & Santa Fe railroad, Holden, Mo., to Paola, Kas. (chartered December 1, 1870), was purchased at the foreclosure sale April 29, 1872, and the Hannibal & Central Missouri, Hannibal to Moberly, 72.5 miles (chartered February 13, 1865), was purchased in 1873.

The line from Junction City to the southern boundary of Kansas was opened June 1, 1870; from Sedalia to Parsons, March 1, 1871; from southern boundary of Kansas to Denison, January 1, 1873; and from Hannibal to Sedalia, September 1, 1873.

On December 1, 1880, the road and property of the Missouri, Kansas & Texas Rly. Co. was leased to the Missouri Pacific Rly. Co., but the lease was terminated after the appointment of receivers for said railroad property in June, 1888, on account of default in payment of interest.

In 1890, the company was reorganized, without foreclosure, by unanimous consent of all security-holders, and the old securities retired by substitution and exchange of the new securities described in report.

On June 8, 1891, the receivers were discharged, and the property delivered to the Missouri, Kansas & Texas Rly. Co., July 1, 1891.

IMPORTANT CHANGES DURING THE YEAR.

The purchase of the Southwest Mineral Rly., running from Labette to Mineral, 17 miles; the St. L. & K. C. Rly., Kansas City Junction to Holden, 32.91 miles.

The M. K. & E. Rly. was purchased June 1, 1896. This property, prior to that date, was leased, the same running from Texas Junction to Franklin Junction, a distance of 161.7 miles.

Lease to Missouri Pacific Rly., covering Holden to Paola, 53.52 miles. The Missouri, Kansas & Texas Rly. Co. canceled the lease and assumed the operation thereof September 1, 1895.

| New stock issued: | Shares. |
|--|---------|
| On account of purchase of Southwest Mineral Rly..... | 6,000 |
| " " " St. L. & K. C. Rly..... | 3,500 |
| " " " M. K. & E. Rly..... | 45,000 |

The stock of the above companies was exchanged for Missouri, Kansas & Texas Rly. Co. common stock as of date June 1, 1896.

Bonds of the M. K. & E. Rly. Co., \$4,000,000 first mortgage, and \$500,000 second mortgage. Bonds were assumed by this company in the purchase.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

American Express Co., dated November 9, 1892. Ten years. Terms, 50 per cent. of annual gross earnings, \$200,000 guarantee.

United States government, post-office department, contract for various routes.

Contract with Wagner Palace Car Co., for running palace sleeping-cars over line of Missouri, Kansas & Texas Rly. Co., at rate of 2 cents per mile run for mileage of cars.

Contract dated June 15, 1894, with Wabash Rld. Co., for hauling freight between Hannibal, Mo., and Moberly, Mo., at rate of 4.2 cents per 100 pounds, without regard to classification, except grain and grain products, which shall be at rate of 50 cents per ton; also for use of track to run passenger-trains between Hannibal and Moberly at rate of 35 cents per mile per train, or \$23.90 per train of five cars, and for each additional car 5 cents per train mile. Also proportionate cost of maintenance.

Contract with Texas & Pacific Rly. Co. for use of track between Whitesboro and Fort Worth at an annual rental of \$600 per mile per annum in addition to 50 per cent. of maintenance and operation.

Contract with Terminal Railroad Association for use of tracks to Union Station at an annual rental of \$16,666.68 per annum; also proportion of cost of maintenance.

Lease of G. H. & H. R. R., between Houston and Galveston, rental \$62,000 per annum and proportional cost of maintenance based on tonnage and wheelage, dated November 19, 1895, for term of 40 years.

Agreement with Union Depot Company, Kansas City, dated July 29, 1895, period of 30 years; rental, 1/4 of 10 per cent. of cost of depot, appurtenances and proportional charge for maintenance and operation.

Agreement with Wichita Falls Rly. for operation, on basis of division of revenue.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|----------------------------------|--------------------------|----------------------------|----------------|
| | | | Increase. | Decrease. |
| \$129,017,260 68 | Cost of road | \$140,284,065 40 | \$11,266,804 72 | ..... |
| ..... | New equipment | 626,490 39 | 626,490 39 | ..... |
| 1,733 50 | Lands owned | 11,290 25 | 9,556 75 | ..... |
| 1,662,928 37 | Cash and current assets | 1,320,184 04 | ..... | \$342,744 33 |
| ..... | Other assets: | ..... | ..... | ..... |
| 359,642 38 | Materials and supplies | 428,689 68 | 69,047 30 | ..... |
| 30,161 29 | Sundries ..... | ..... | ..... | 30,161 29 |
| ..... | Payment for equipments pur- | ..... | ..... | ..... |
| 648,804 72 | chased by receivers ..... | ..... | ..... | 648,804 72 |
| \$131,720,530 94 | Grand totals | \$142,670,719 76 | \$11,971,899 16 | \$1,021,710 34 |
| LIABILITIES. | | | | |
| \$63,012,500 00 | Capital stock | \$68,462,500 00 | \$5,450,000 00 | ..... |
| 65,355,000 00 | Funded debt | 70,523,000 00 | 5,168,000 00 | ..... |
| 2,605,434 09 | Current liabilities | 1,223,863 06 | ..... | \$1,381,571 03 |
| ..... | Accrued interest on funded | ..... | ..... | ..... |
| 303,717 47 | debt not yet payable | 672,617 47 | 368,900 00 | ..... |
| ..... | Taxes accrued not yet payable.. | 131,856 60 | 131,856 60 | ..... |
| ..... | Missouri Car and Foundry Co.. | 180,125 36 | 180,125 36 | ..... |
| ..... | Street's Western Stable Car Line | 218,841 93 | 218,841 93 | ..... |
| ..... | Equipment notes | 626,490 39 | 626,490 39 | ..... |
| ..... | Sundry accounts | 171,152 53 | 171,152 53 | ..... |
| 443,879 38 | Profit and loss | 460,272 42 | 16,393 04 | ..... |
| \$131,720,530 94 | Grand totals | \$142,670,719 76 | \$12,331,759 85 | \$1,381,571 03 |

OFFICERS—Concluded.

| Title. | Name. | Location of office. |
|--|------------------------|---------------------|
| Superintendent Bridges and Buildings..... | R. H. Peck..... | Pacific, Mo. |
| Superintendent Car Service..... | C. W. Hequembourg..... | St. Louis. |
| Superintendent of Telegraph..... | C. W. Hammond..... | St. Louis. |
| Assistant Superintendent of Telegraph..... | L. F. Sheldon..... | Sedalia. |
| Purchasing Agent..... | Abram Gould..... | St. Louis. |
| Tax Commissioner..... | S. L. Highleyman..... | St. Louis. |
| Division Master Mechanic..... | L. Bartlett..... | St. Louis. |
| “ “ “ | C. W. Weller..... | Atchison. |
| “ “ “ | J. T. Jones..... | Fort Scott. |
| “ “ “ | W. J. Hill..... | Osawatomie. |
| Chief Surgeon..... | W. B. Outten..... | St. Louis. |
| General Baggage Agent..... | J. C. Nicholas..... | St. Louis. |
| Fuel Agent..... | R. M. McDowell..... | St. Louis. |
| Wood, Tie and Timber Agent..... | N. T. Spoor..... | St. Louis. |
| Inspector of Transfer Boats..... | W. H. Grapevine..... | Carondelet. |
| Freight Claim Agent..... | J. S. Tustin..... | St. Louis. |
| Stationery Agent..... | George Snodgrass..... | St. Louis. |
| Paymaster..... | J. W. King..... | St. Louis. |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|--|----------------------------------|-----------------------------|----------------------------|--------------------------------------|
| | From | To | | |
| Railroad line represented by capital stock—main line: The Missouri Pacific Rly..... | St. Louis..... | Atchison, 3d st. ... | 330.11 | 482.11 |
| | Central Branch Jct. ... | Sarpy, Co. line... .. | 148.85 | |
| | Levee, St. Louis..... | 11th st. St. Louis, .. | 1.00 | |
| | Papillion Junction... .. | Papillion..... | 2.35 | |
| Branches and spurs: | | | | |
| Glencoe Branch..... | Glencoe Junction..... | Lime kilns..... | 4.00 | |
| Blackwater Branch..... | Warrensburg Jct. | Stone quarries..... | 3.00 | |
| Laclede & Creve Coeur Lake Br. | Laclede Junction..... | Creve Coeur lake, .. | 11.99 | |
| Carondelet Branch..... | Kirkwood Junction... .. | Carondelet..... | 12.44 | |
| Lebanon Branch..... | Jefferson City..... | Bagnell..... | 45.04 | |
| Lexington Branch..... | Sedalia Junction..... | Independence Jc. ... | 88.46 | |
| Jefferson City, Boonville & Lexington Branch..... | Myrick Junction..... | Boonville Jct..... | 76.77 | |
| | Marshall Junction... .. | Marshall..... | 2.48 | |
| Lexington & Southern Division, | Pleasant Hill Junction, Mo. | Mo. Pac. R. of W. line..... | .09 | |
| Lexington & Southern Division, | K. C. Ft. S. & M. Jct. | Joplin..... | 132.60 | |
| Kansas & Arizona Division..... | S. W. Junction, Kas. | Le Roy Junction, .. | 61.14 | |
| Ottawa Branch..... | Osawatomie..... | Ottawa conn. | 21.62 | |
| Nebraska City Branch..... | Neb. City Br. Jct. | Weep'g Water Jc. ... | 26.76 | |
| Lincoln Branch..... | Lincoln Br. con..... | Lincoln..... | 33.92 | |
| Crete Branch..... | Talmage Junction... .. | Crete..... | 58.18 | |
| Proprietary companies whose entire capital stock is owned by this company: | | | | 578.49 |
| Omaha Belt Rly..... | Sarpy county line... .. | Webster st., Omh. ... | 13.12 | |
| St. Louis, Oak Hill & Carondelet Rly..... | Tower Grove Jct. | Ivory Ave. Jct. ... | 6.30 | |
| Nebraska & Southern Rly..... | Auburn Junction..... | Neb. City Br. Jct. ... | 16.12 | |
| Omaha Southern Rly..... | Union Junction..... | Gilmore Jct..... | 25.44 | |
| | Summit Jct., R. of W. line..... | West Side Jct. | 3.05 | |
| Fort Scott Central Rly..... | Rich Hill Jct. | Cornell..... | 57.05 | |
| Nevada & Minden Rly..... | Nassau Junction..... | Chetopa..... | 73.71 | |
| Joplin & Western Rly..... | Jop. & West. Jct. | Grand Falls..... | 4.59 | |
| Kansas & Colorado Pacific Rly.. | Ottawa connection... .. | Pueblo U. D. con. ... | 541.74 | |
| | Council Grove Spur Junction..... | M. K. & T. con... .. | .48 | |
| Great Bend Branch Junction..... | Great Bend..... | | 10.01 | |
| Gypsum City con..... | Marquette con..... | | 42.41 | |
| Monteith Junction... .. | St. L. & Emp. Jc. ... | | 74.31 | |
| Interstate Junction... .. | Madison..... | | 27.12 | |
| Fort Scott con..... | Ind. territory line, .. | | 244.45 | |
| El Dorado Junction..... | McPherson..... | | 62.40 | |
| Gilfillan's Spur Jct. ... | Gilfillan's..... | | 2.40 | |

TERMINAL TABLE—*Concluded.*

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. | | |
|--|---|---|---|--------------------------------------|--------|----------------------|
| | From | To | | | | |
| Proprietary companies whose entire capital stock is owned by this company— <i>Concluded</i> : Kansas & Colorado Pacific Rly.. | W. and C. Junction.. Chetopa connection.. Dexter Junction..... Fort Scott..... | S. S. & E. P. Jct.. Larned..... Arkansas City..... Topeka..... | 86.57 273.04 25.07 131.00 | 1,850.70 | | |
| Kanopolis & Kansas Central Rly. Kansas Southern Rly..... Books County Rld..... Pacific Rly. Co. in Nebraska | Geneseo..... Olcott Junction..... Alton..... Warwick..... | Kanopolis..... Iuka (end of tr'k), Stockton..... Prosser..... | 14.16 24.91 18.25 73.00 | | | |
| Lines operated under lease for specified sum: Boonville, St. Louis & Southern Rly..... Kansas City & Southwestern Rly. of Missouri..... Kansas City & Southwestern Kansas & Colorado Pacific Rly..... Le Roy & Caney Valley Air Line.. | Versailles..... Cecil Junction..... Mo.-Kas. state line.. V. V. I. & W. Jct..... L. & C. V. Junction..... | Boonville..... Mo.-Ks. state line, S. W. Junction..... Deering Jct..... Peru Junction..... | 43.95 20.70 27.00 80.82 51.78 | | 224.05 | |
| Lines operated under trackage rights: Central Branch Union Pacific.. Hannibal & St. Joseph Rld..... Kansas City, Fort Scott & Memphis Rly..... Union Pacific Rly..... Kansas City, St. Joseph & Council Bluffs Rld..... | Atchison, 3d street... Rushville..... Mo. P. R. of W. line.. Gilmore Junction.... Winthrop..... | Central Br. Jct.. St. Joseph..... K.C.Ft.S. & M.Jet.. Summit Jet. E. of W. line..... Rushville..... | 1.89 15.40 .54 5.47 5.90 | | | |
| Total mileage operated..... | | | | | | 28.90 |
| Total mileage operated in Kansas | | | | | | 3,164.25 1,827.76 |

HISTORY.

Date of organization: By articles of agreement and consolidation filed in the office of the secretary of state of Missouri, August 12, 1880, and in office of secretary of state of Kansas, October 8, 1880.

Organized under the general railroad laws of the states of Missouri, Kansas, and Nebraska. Revised Statutes of Missouri, 1879, chapter 21, article 2, sections 789, 790; Compiled Laws of Kansas, 1879 (Dassler's edition), chapter 84, article 2, section 4932; Compiled Statutes of Nebraska, 1881 (Brown's edition), chapter 16, section 114.

Articles of agreement and consolidation between the following-named companies, filed as stated above, viz.:

FIRST CONSOLIDATION.

Missouri Pacific Rly. Co., organized under general railroad law of Missouri, October 21, 1878.
St. Louis & Lexington Rld. Co., organized under general railroad law of Missouri, December 20, 1877.
Kansas City & Eastern Rly. Co., organized under general railroad law of Missouri, January 24, 1878.
Lexington & Southern Rly. Co., organized under general railroad law of Missouri, December 12, 1879.
St. Louis, Kansas & Arizona Rly. Co., organized under general railroad law of Kansas, January 16, 1879.
Kansas City, Leavenworth & Atchison Rly. Co., organized July 30, 1880, by consolidation of Missouri River Rld. Co. and Leavenworth, Atchison & Northwestern Rld. Co. (Missouri River Rld. Co., organized under general railroad laws of Kansas, February 20, 1865. Leavenworth, Atchison & Northwestern Rld. Co., organized under the general railroad law of Kansas, March 25, 1868.)

SECOND CONSOLIDATION.

Articles of agreement and consolidation between the Missouri Pacific Rly. Co. and the Missouri Pacific Rly. Co. of Kansas, (organized under the general railroad law of Kansas, June 14, 1881,) filed in the office of the secretary of state of Kansas, December 30, 1881.

THIRD CONSOLIDATION.

Articles of agreement and consolidation between the Missouri Pacific Rly. Co. and the Missouri Pacific Rly. of Nebraska, (organized under the general railroad law of Nebraska, June 8, 1881,) filed in the office of the secretary of state of Nebraska, February 14, 1882. Amendment to said articles of consolidation filed in said office, September 4, 1888.

CONSOLIDATIONS BY PURCHASE.

Conveyance to The Missouri Pacific Rly. Co., by deed dated September 12, 1883, of the railroad owned by the Jefferson City, Lebanon & Southwestern Rld. Co., (organized under the general railroad law of Missouri, January 24, 1871.)

Conveyance to the Missouri Pacific Rly. Co., by deed dated September 12, 1883, of the railroad owned by the Carthage, Joplin & Short Creek Rld. Co., (organized under the general railroad law of Missouri, September 6, 1881.)

Conveyance to the Missouri Pacific Rly. Co., by deed dated September 12, 1883, of the railroad owned by the Laclede & Creve Cœur Lake Rld. Co., (organized under the general railroad law of Missouri, September 27, 1880.)

Date and authority for each consolidation:

First consolidation, August 12 and October 8, 1880, by authority of the provisions of the general railroad laws of Kansas and Missouri cited in answer to question 3.

Second consolidation, December 30, 1881, by authority of the provisions of the general railroad laws of Kansas and Missouri, cited in answer to question 3.

Third consolidation, February 14, 1882, by authority of the provisions of the general railroad laws of Kansas and Nebraska, cited in answer to question 3.

Consolidation by purchase, September 12, 1883, by authority of the provisions of the general railroad laws of Missouri, (Revised Statutes of Missouri, 1879, section 790.)

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:

Pacific Railroad was the name of the original corporation; incorporated by act of the legislature of the state of Missouri, approved March 12, 1849, entitled "An act to incorporate the Pacific railroad."

There were four subsequent amendments to this charter, as follows, viz.:

An act to amend the act entitled "An act to incorporate the Pacific railroad," approved March 1, 1851.

An act supplementary to the act entitled "An act to amend the act entitled 'An act to incorporate the Pacific railroad,'" approved February 24, 1853.

An act entitled "An act to expedite the construction of the Pacific railroad and the Hannibal & St. Joseph railroad," approved February 22, 1851.

An act for the sale of the Pacific railroad and to foreclose the state's lien thereon, and to amend the charter thereof by giving the state right to fix rates after 10 years, approved March 31, 1868.

The Pacific railroad was sold under foreclosure proceedings in 1876, in the suit of George E. Ketchum et al. vs. Pacific Railroad et al., in the United States circuit court for the eastern district of Missouri. The purchasers of the road organized a corporation, under the general railroad laws of Missouri, by articles of association filed in the office of secretary of state of Missouri, October 21, 1876. The corporate name of this organization was Missouri Pacific Rly. Co. This company was one of the constituent companies in the consolidation of August 12, 1880, forming the present organization, The Missouri Pacific Rly. Co.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Pacific Express Company: Contract dated May 1, 1886, grants privilege to do a general express business. As compensation we receive a percentage of the express company's gross earnings on this company's line of road.

MAIL ROUTES AND COMPENSATION.

| Route No. | From | To | Miles. | Rate per week. | Annual compensation. |
|-----------|---------------------|---|---------------------------|------------------------------|----------------------|
| 145,001 | St. Louis | Atchison | 36.80 293.86 280.22 | \$654 59 818 24 250 00 | \$335,599 91 |
| 145,008 | Versailles | Boonville | 44.01 | 65 84 | |
| 145,033 | Independence | Sedalia | 90.08 | 107 73 | 2,897 61 |
| 145,040 | Pleasant Hill | Joplin | 133.69 | 178 70 | 9,704 31 |
| 145,047 | Jefferson City | Bagnell | 45.42 | 52 16 | 23,890 40 |
| 145,058 | Nevada | Chetopa | 76.23 | 90 63 | 2,369 10 |
| 145,059 | Boonville | Myrick | 80.96 | 55 58 | 6,908 72 |
| 145,070 | Tower Grove Station | Oak Hill Junction | 7.10 7.10 | 611 33 100 00 | 4,499 75 |
| 145,075 | Rich Hill | Ft. Scott | 27.35 | 125 69 | 5,050 44 |
| 145,085 | Lake Junction | Fern Ridge | 9.02 | 42 75 | |
| 155,031 | Paola | Le Roy | 58.99 | 154 76 | 3,437 62 |
| 155,033 | Osawatomie | Ottawa | 21.31 | 139 37 | 385 60 |
| 155,040 | Atchison | Omaha | 164.21 | 129 11 | 9,129 29 |
| 155,063 | Le Roy | Deering | 81.72 | 107 73 | 2,969 97 |
| 155,067* | Ottawa | Salina | .81 | 134 24 | 108 73 |
| | | Owned by Mo. Pac. .55 mile Terminal at Ottawa, .26 mile | | | |
| 155,078 | Roper | Peru Junction | 51.77 | 42 75 | 2,213 16 |
| 155,091 | Kansas City | Paola | 54.12 | 176 99 | 9,578 69 |
| 155,102 | Ft. Scott | Cornell | 29.66 | 42 75 | 1,267 96 |
| 157,040 | Union | Lincoln | 47.70 | 84 65 | 4,037 80 |

* Part of.

MAIL ROUTES AND COMPENSATION — *Concluded.*

| Route No. | From | To | Miles. | Rate per week. | Annual compensation. |
|-----------|------------------|-----------------|--------|----------------|----------------------|
| 157,048 | Gilmore Junction | Auburn | 59.48 | \$141.93 | \$8,441.99 |
| 157,059 | Talmage | Crete | 58.44 | 47.88 | 2,798.10 |
| 157,071 | W. Side Junction | Summit Junction | 3.05 | 137.66 | 419.86 |
| 155,038 | Ft. Scott | Kiowa | 243.82 | 129.96 | 31,686.84 |
| 155,045 | Butler | Madison | 108.98 | 52.16 | 5,684.39 |
| 155,048 | El Dorado | McPherson | 62.96 | 42.75 | 2,665.89 |
| 155,051 | Wichita | Hutchinson | 47.72 | 85.50 | 4,080.06 |
| 155,056 | Chetopa | Larned | 273.59 | 64.98 | 17,777.87 |
| 155,080 | Topeka | Ft. Scott | 130.42 | 48.74 | 6,356.67 |
| 155,087 | Ottawa | Salina | 140.36 | 134.24 | 18,841.93 |
| 155,070 | Salina | McCracken | 128.14 | 131.67 | 16,808.85 |
| 155,071 | Hoisington | Great Bend | 10.49 | 49.59 | 520.19 |
| 155,074 | Hutchinson | Geneseo | 41.40 | 3.76 | 150.54 |
| 155,084 | McCracken | Towner | 141.57 | 128.25 | 18,156.35 |
| 155,083 | Dexter | Arkansas City | 26.35 | 42.75 | 1,128.46 |
| 155,085 | Gypsum | Marquette | 27.51 | 42.75 | 1,176.05 |
| 165,038 | Towner | Pueblo | 151.24 | 120.56 | 18,233.49 |
| 155,086 | Geneseo | Kanopolis | 14.67 | 42.75 | 627.14 |
| 155,081 | Olcott | Inka | 20.08 | 42.75 | 858.42 |
| 155,047 | Alton | Stockton | 18.98 | 82.08 | 1,557.87 |
| 155,094 | Warwick | Prosser | 72.53 | 49.59 | 3,586.76 |

Pullman Palace Car Co. furnishes sleeping-cars under contract dated November 1, 1886, and receives for their use 3 cents per car mile run.

American Refrigerator Transit Co., of Illinois, contract dated January 1, 1894: This company furnishes refrigerator-cars and receives a mileage compensation for their use over this company's line, and a commission from the revenue derived from shipments hauled in their cars.

Central Branch Union Pacific railroad was leased to the Missouri Pacific Rly. Co. September 30, 1885, for 25 years from December 31, 1885. Net earnings above expenses of operation, maintenance, renewals, and taxes, payable to the lessor company.

Boonville, St. Louis & Southern railway leased to this company for 30 years from July 1, 1880, at an annual rental of \$25,000.

Hannibal & St. Joseph railroad: The Missouri Pacific railway acquired by lease dated February 1, 1896, the joint use of their track between Rushville and St. Joseph, Mo., and terminal facilities at St. Joseph, Mo., for 9 years and 16 days, paying therefor an annual rental of \$10,500, and proportion of cost of maintenance of tracks, etc.

Kansas City, St. Joseph & Council Bluffs railroad: The Missouri Pacific Railway Company acquired by lease dated February 1, 1896, the joint use of their track between Winthrop and Rushville, Mo., for 9 years and 16 days, paying therefor an annual rental of \$7,000, and proportion of cost of maintenance of tracks, etc.

Le Roy & Caney Valley Air Line railroad: Leased to the Missouri Pacific Rly. Co. October 31, 1886, for a term of 40 years, for a rental of \$500 per mile per annum, together with taxes and expense of maintenance, etc.

St. Louis & San Francisco railway: By agreement dated January 1, 1885, St. Louis & San Francisco railway acquired joint use of terminal facilities at St. Louis and Carondelet for a fixed monthly rental and proportion of expense of maintenance, etc.

Verdigris Valley, Independence & Western division of Kansas & Colorado Pacific railway leased to the Missouri Pacific Rly. Co. September 27, 1886, for a term of 40 years, for a rental of \$500 per mile per annum, together with taxes and expense of maintenance, etc.

Western Union Telegraph Co. contracts to furnish battery force, instruments and all material necessary to keep telegraph line in working order for use of railway company in transmitting its business by telegraph, and, with the railway company, bears jointly the expense of receiving and transmitting all telegraph business along the line of its road, with the provision that additional facilities shall be furnished when increased business requires same.

IMPORTANT CHANGES DURING THE YEAR.

| | | |
|--|-------|-------|
| All extensions of road put in operation: | | |
| Kansas & Arizona division, at Paola, Kas. | ..... | .39 |
| Lexington & Southern division, near Pleasant Hill, Mo. | ..... | .09 |
| Kansas City, St. Joseph & Council Bluffs Rld., Winthrop to Rushville | ..... | 5.60 |
| | | 6.08 |
| Decrease in mileage by line abandoned or straightened: | | |
| K. C. & S. S. Rly., at Paola, Kas. | ..... | .53 |
| Osage division Missouri, Kansas & Texas Rly., turned over to Missouri, Kansas & Texas Rly. Co. | ..... | 54.00 |
| Kansas City, Ft. Scott & Memphis Rly. Co. (trackage) | ..... | .09 |
| Hannibal & St. Joseph Rld., Winthrop to Rushville | ..... | 5.60 |
| | | 60.22 |

All leases taken or surrendered: Lease of the Osage division Missouri, Kansas & Texas Rly. Co. surrendered September 1, 1885, 54 miles.

All new bonds issued: 8,256 five-per-cent. gold-funding notes, of \$1,000 each, were issued during the year — \$8,256,000.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|---|--------------------------|----------------------------|----------------|
| | | | Increase. | Decrease. |
| \$49,802,560 27 | Cost of road and equipment.... | \$49,837,114 55 | \$34,554 28 | |
| 27,981,834 34 | Stocks owned | 27,977,926 28 | | \$3,908 06 |
| 28,181,559 55 | Bonds owned | 28,181,559 55 | | |
| 987,358 86 | Other permanent investments.. | 734,073 33 | | 253,285 53 |
| 780,922 10 | Lands owned | 801,966 64 | 21,044 54 | |
| 3,818,624 90 | Cash and current assets | 7,502,624 36 | 3,683,969 46 | |
| 887,293 71 | Materials and supplies..... | 1,043,239 57 | 155,945 86 | |
| \$112,440,153 73 | Grand totals | \$116,078,504 28 | \$3,638,350 55 | |
| | LIABILITIES. | | | |
| \$47,436,575 00 | Capital stock..... | \$47,442,250 00 | \$5,675 00 | |
| 54,012,000 00 | Funded debt | 62,268,000 00 | 8,256,000 00 | |
| 8,505,391 54 | Current liabilities..... | 5,219,265 17 | | \$3,286,126 37 |
| 787,114 57 | Accrued interest on funded debt not yet payable..... | 881,831 25 | 44,716 68 | |
| 91,120 53 | Sundries | 86,704 62 | | 4,415 91 |
| 1,607,952 09 | Profit and loss..... | 230,453 24 | | 1,377,498 85 |
| \$112,440,153 73 | Grand totals | \$116,078,504 28 | \$3,638,350 55 | |

Central Branch Union Pacific Railroad Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|---------------------------|----------------------|-----------------------------|
| Oliver Ames, second..... | Boston | On election of a successor. |
| E. E. Anderson..... | New York | " " " |
| Edwin F. Atkins | Boston | " " " |
| Samuel Carr..... | " " | " " " |
| S. H. H. Clark..... | Omaha | " " " |
| Frederick R. Coudert..... | New York..... | " " " |
| John W. Doane..... | Chicago..... | " " " |
| H. P. Dillon..... | Topeka..... | " " " |
| George J. Gould..... | New York..... | " " " |
| N. H. Loomis..... | Topeka..... | " " " |
| Oliver W. Mink..... | Boston..... | " " " |
| Benjamin C. Witmore..... | New York..... | " " " |
| A. L. Williams..... | Topeka..... | " " " |

Post-office address of general office, Boston, Mass.
 Post-office address of operating office, St. Louis, Mo.

OFFICERS.

| Title. | Name. | Location of office. |
|--|-----------------------------------|---------------------|
| President..... | S. H. H. Clark..... | Omaha. |
| First Vice-President..... | Edwin F. Atkins..... | Boston. |
| Second Vice-President..... | Oliver W. Mink..... | " " |
| Secretary..... | Alex. Millar..... | " " |
| Treasurer..... | James G. Harris..... | " " |
| Local Treasurer..... | D. S. H. Smith..... | St. Louis. |
| General Solicitor..... | W. R. Kelly..... | Omaha. |
| General Counsel..... | J. F. Dillon..... | New York. |
| Comptroller..... | Oliver W. Mink..... | Boston. |
| Assistant Comptroller..... | Alex. Millar (for receivers)..... | " " |
| Auditor..... | Erastus Young..... | Omaha. |
| Assistant Auditor..... | F. W. Hills..... | " " |
| General Manager..... | W. B. Doddridge..... | St. Louis. |
| Chief Engineer..... | James W. Way..... | " " |
| General Superintendent..... | H. G. Clark..... | " " |
| Superintendent..... | C. M. Rathburn..... | Atchison. |
| Division Superintendent..... | I. H. Luke..... | Concordia. |
| Superintendent of Telegraph..... | C. W. Hammond..... | St. Louis. |
| Freight Traffic Manager..... | C. A. Parker..... | " " |
| General Freight Agent..... | W. C. Stith..... | " " |
| General Passenger and Ticket Agent..... | H. C. Townsend..... | " " |
| General Baggage Agent..... | J. C. Nicholas..... | " " |
| General Claim Agent..... | W. E. Jones..... | " " |
| Supt. of Bridge and Building Department..... | R. M. Peck..... | Pacific, Mo. |
| Tax Commissioner..... | S. L. Highleyman..... | St. Louis. |
| Paymaster..... | J. W. King..... | " " |
| Supt. Locomotive and Car Department..... | Frank Rearden..... | " " |
| Division Master Mechanic..... | C. W. Weller..... | Atchison. |
| | S. H. H. Clark..... | Omaha. |
| | Oliver W. Mink..... | Boston. |
| Receivers..... | E. E. Anderson..... | New York. |
| | John W. Doane..... | Chicago. |
| | Fred. R. Coudert..... | New York. |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|--|----------------------|----------------------|----------------------------|--------------------------------------|
| | From | To | | |
| Rairoad line represented by capital stock: | | | | |
| Central Branch U. P. Rld..... | Atchison, Kas..... | Waterville, Kas..... | 100.00 | 100.00 |
| Line operated under lease for specified sum: | | | | |
| Atchison & Colo. Pac. Rld..... | Waterville, Kas..... | Lenora, Kas..... | 193.39 | |
| | Greenleaf, Kas..... | Washington, Kas..... | 7.00 | |
| | Yuma, Kas..... | Warwick, Kas..... | 30.80 | |
| | Downs, Kas..... | Alton, Kas..... | 23.60 | |
| Atchison, Jewell County & Western Rld..... | Jamestown, Kas..... | Burr Oak, Kas..... | 33.40 | |
| | | | | 288.19 |
| Total..... | | | | 388.19 |

HISTORY.

Date of organization: February 11, 1859.

The Central Branch Union Pacific Rld. Co. was originally chartered as the Atchison & Pike's Peak Rld. Co., by the legislature of the territory of Kansas, by special act, approved February 11, 1859. (Chapter 48, page 62, Private Laws 1859, of the territory of Kansas.) This act conferred upon the company all the powers, conditions and provisions of "An act to incorporate the Atchison & Fort Riley Rld. Co.," approved February 17, 1857. On January 1, 1867, under the provisions of the Compiled Laws of Kansas, 1862, chapter 170, section 3, page 768, the name of this company was changed to that of the Central Branch Union Pacific Rld. Co.

Operated by the Missouri Pacific Rly. Co. under a lease, but an operating report is made by this company.

PROPERTY LEASED. OR OTHERWISE ASSIGNED FOR OPERATION.

The Union Pacific Rly. Co. owns \$874,200 of the \$1,000,000 in capital stock of this company.

The Missouri Pacific Rly. Co. operates the road of this company under a contract dated December 6, 1880.

The agreement may be terminated by either party on six months' notice; but if terminated, it is also agreed that some other arrangement shall be made, and that the business of the company shall be given to the Missouri Pacific Rly. Co., on equitable terms to be agreed upon.

All business done and delivered to the Missouri Pacific railway shall be adjusted and settled for on the same basis as the Iowa roads, in respect to the local business of the Union Pacific railway.

All business taken from this company, that would be competing business if this agreement were not made, shall be whenever practicable.

Monthly statements of earnings and expenses shall be furnished by the Missouri Pacific Rly. Co., and the net earnings are to be turned over to the Central Branch Union Pacific Rld. Co.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

With Pacific Express Company: Contract dated May 1, 1886, grants privilege to do a general express business. As compensation, we receive a percentage of the express company's gross earnings on this company's line of road.

MAIL ROUTES AND COMPENSATION.

| Route No. | From | To | Miles. | Amount per mile. | Annual compensation. |
|-----------|-----------------|-----------------|--------|------------------|----------------------|
| 155,003 | Atchison..... | Waterville..... | 100.67 | \$162 45 | \$16,353 84 |
| 155,021 | Waterville..... | Washington..... | 20.64 | 140 22 | 2,894 14 |
| 155,022 | Greenleaf..... | Lenora..... | 180.23 | 128 25 | 23,114 49 |
| 155,027 | Yuma..... | Warwick..... | 30.65 | 53 87 | 1,651 11 |
| 155,029 | Downs..... | Alton..... | 23.74 | 90 63 | 2,151 55 |
| 155,032 | Jamestown..... | Burr Oak..... | 33.81 | 57 29 | 1,936 97 |

The Missouri Pacific Rly. Co. leased the line of this company, September 30, 1885, for 25 years from December 31, 1885. Net earnings above expenses of operation, maintenance and renewals and taxes paid to lessor company.

Western Union Telegraph Company: Dated July 1, 1881.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1896. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|--|--------------------------|----------------------------|------------|
| | | | Increase. | Decrease. |
| \$3,998,119 76 | Cost of road and equipment.... | \$3,998,119 76 | ..... | ..... |
| 32,578 76 | Receivers Central Branch U. P. Rld. Co., property account.... | 32,578 76 | ..... | ..... |
| 64,801 32 | Receivers United States earn- ings suspense account | 62,935 45 | ..... | \$1,865 87 |
| 6,297 25 | Land contracts..... | 4,319 04 | ..... | 1,778 21 |
| 2,647,259 66 | Interest on United States bonds, Profit and loss, excluding in- terest on United States bonds, | 2,724,059 66 | \$76,800 00 | ..... |
| 2,280,083 04 | ..... | 2,532,994 08 | 252,901 04 | ..... |
| \$9,029,149 79 | Grand totals | \$9,355,206 75 | \$326,066 96 | ..... |
| | LIABILITIES. | | | |
| \$1,000,000 00 | Capital stock..... | \$1,000,000 00 | ..... | ..... |
| 5,874,444 18 | Funded debt..... | 5,953,110 05 | * \$73,665 87 | ..... |
| 2,090,032 16 | Current liabilities..... | 2,339,289 12 | 249,256 96 | ..... |
| 64,673 45 | Receivers Central Branch U. P. Rld. Co., (United States earn- ings withheld)..... | 62,807 58 | 1,865 87 | ..... |
| \$9,029,149 79 | Grand totals | \$9,355,206 75 | \$326,066 96 | ..... |

* This amount is made up as follows:
 Interest on subsidy bonds..... \$76,800 00
 Decrease in amount of accounts due from the United States for trans-
 portation services..... 1,865 87
 Total..... \$78,665 87

Kansas City Northwestern Railroad Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|-------------------------|------------------------|-----------------------------|
| George J. Gould | New York | April, 1897. |
| Howard Gould | St. Louis | " 1897. |
| Charles G. Warner | St. Louis | " 1897. |
| W. B. Doddridge | " | " 1897. |
| F. W. Irland | " | " 1897. |
| B. P. Waggener | Atchison | " 1897. |
| W. P. Waggener | " | " 1897. |
| C. M. Rathburn | " | " 1897. |
| E. A. Sherrill | Kansas City, Kas. | " 1897. |

Post-office address of general office, Kansas City, Kas., and New York city (financial).

Post-office address of operating office, Kansas City, Kas.

OFFICERS.

| Title. | Name. | Location of office. |
|--|------------------------|---------------------|
| President | George J. Gould | New York. |
| Vice-President | C. G. Warner | St. Louis. |
| Secretary | A. H. Calef | New York. |
| Treasurer | | |
| Assistant Secretary and Assistant Treasurer, | W. F. Shippey | Kansas City, Ks. |
| General Solicitor | A. G. Cochran | St. Louis. |
| General Counsel | B. P. Waggener | Atchison. |
| General Attorney | W. P. Waggener | " |
| General Auditor | C. G. Warner | St. Louis. |
| Auditor | E. A. Sherrill | Kansas City, Kas. |
| General Manager | W. B. Doddridge | St. Louis. |
| Chief Engineer | J. W. Way | " |
| General Superintendent | H. G. Clark | " |
| Superintendent | R. E. Cahill | Kansas City, Ks. |
| General Claim Agent | W. E. Jones | St. Louis. |
| Freight Traffic Manager | C. A. Parker | " |
| General Passenger and Ticket Agent | H. C. Townsend | " |
| Assistant Gen. Freight and Passenger Agent, | H. C. Brown | Kansas City, Ks. |
| General Baggage Agent | J. C. Nicholas | St. Louis. |
| Tax Commissioner | S. L. Highleyman | " |
| Chief Surgeon | W. B. Outten | " |

HISTORY.

Date of organization: December 30, 1893, articles of association were filed in the office of the secretary of state of Kansas.

Organized under the laws of the state of Kansas.

Charter filed with the secretary of state of the state of Kansas, December 30, 1893. The Kansas City Northwestern Rld. Co. is not a consolidated company. It acquired its present line of road from George C. Smith and B. P. Waggener, purchasing trustees, in June, 1894.

Kansas City, Wyandotte & Northwestern railroad, organized under laws of state of Kansas, March 28, 1887.

IMPORTANT CHANGES DURING THE YEAR.

On November 23, 1895, a spur track was completed leading from main track to elevator at Valley Falls, Kas., length .08 mile.

TERMINAL TABLE.

| Name. | Terminals. | | Miles of line for each road named. | Miles of line for each class of roads named. |
|---|--|---|------------------------------------|--|
| | From | To | | |
| Railroad line represented by capital stock — main line: The Kansas City Northwestern Rld. | Kansas City, Kas. Axtell Junction..... | St. J. & G. I. con. Kas. and Nebraska state line..... | 117.10 12.27 | 129.39 |
| | H. B. (near Seneca) .. | St. J. & G. I. con. | .02 | |
| Branches and spurs..... | Menager Junction... .. | Mo. Pac. con. South Leavenworth..... | | 11.61 |
| Lines operated under track-age rights: | | | | |
| St. J. & G. I. Rld..... | St. J. & G. I. con. | Axtell Junction..... | 10.77 | |
| Missouri Pacific Rly. | Mo. Pac. con., South Leavenworth..... | Leavenworth..... | .92 | |
| A. T. & S. F. Rld. | Main track, Soldiers' Home..... | Soldiers' Home..... | .79 | |
| | | | | 12.48 |
| Total mileage operated..... | | | | 153.48 |
| *Total mileage operated in Kansas..... | | | | 153.48 |

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Pacific Express Co., contract dated July 2, 1894, conducting an ordinary express business under their own employees at minimum rental of \$425 per month and guarantee of 50 per cent. of gross earnings.

Mail routes and compensation: Route No. 155,079, from Kansas City, Mo., to Virginia, Neb., 162.05 miles, at \$94.05 per mile, annual compensation \$15,240.80. Route No. 155,099, from Menager to Leavenworth station, 12.64 miles, at \$50.45 per mile, annual compensation \$637.63.

St. Joseph & Grand Island railroad: Lease of their tracks between Seneca and Axtell Junction, Kas., at a monthly rental of \$445.83 and proportion cost of maintenance.

Atchison, Topeka & Santa Fe railroad: Use of their spur at Soldiers' Home, Kas., at a monthly rental of \$20.01, and proportion cost of maintenance.

Missouri Pacific Rly. Co.: Use of their tracks, yards and terminals at Leavenworth, Kas., at a monthly rental of \$10 and trackage, 50 cents for loaded and 25 cents for empty trains, each, and proportion of expense of handling warehouse freight on basis of total freight handled by both companies, and \$1 per car on cars sent to warehouse and team tracks.

The Missouri Pacific Rly. Co. to maintain our equipment and handle same at Cypress, Kas., shops, on basis of total expense of both companies.

The Missouri Pacific Rly. Co. to operate and maintain joint freight agency at Kansas City, compensation, 2½ cents per 100 pounds on all freight handled through freight-house and \$1 for each loaded car switched to or from team tracks. (This company continues to maintain Wood street yards.)

The Missouri Pacific Rly. Co. to operate and maintain joint agency at Goffs, Kas.; this company to pay one-half of expense plus rental of \$10 per month.

Trackage right between Kansas City, Kas., and Kansas City, Mo., for passenger-trains, on basis of 75 cents for each car in either direction and proportion of passenger revenue on mileage basis, allowing that company a distance of three miles, with minimum of 5 cents for each full ticketed passenger, and an equivalent proportion on less than full basis.

Chicago Great Western Rly. Co.: Rental to them of our tracks, yards and terminals at Kansas City, Kas., and Leavenworth, Kas., and between, at an annual rental (payable monthly) of \$25,000, and interest on permanent improvements at rate of 2½ per cent. per annum (payable monthly), and proportion of maintenance expense, on a wheelage basis.

Western Union Telegraph Co.: Lines owned by that company, and no revenue therefrom by this company; the latter to furnish labor necessary for operation.

Missouri and Kansas Telephone Co.: Use of instruments at regularly established rental charges.

Leavenworth Depot and Railroad Co.: Use of tracks and depot facilities at Leavenworth, Kas. Rental and maintenance expense borne equally by six companies using same.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|------------------------------|--------------------------|----------------------------|-------------|
| | | | Increase. | Decrease. |
| \$3,993,746 05 | Cost of road..... | \$3,994,124 96 | \$378 31 | |
| 450,690 80 | Cost of equipment..... | 450,690 80 | | |
| 76,556 40 | Cash and current assets..... | 102,116 73 | 25,560 33 | |
| 27,141 09 | Materials and supplies..... | 14,637 27 | | \$12,508 82 |
| 35,560 91 | Profit and loss..... | 68,254 04 | 32,693 13 | |
| \$4,583,685 25 | Grand totals..... | \$4,629,813 20 | \$46,127 95 | |
| | LIABILITIES. | | | |
| \$3,500,000 00 | Capital stock..... | \$3,500,000 00 | | |
| 935,690 80 | Funded debt..... | 935,690 80 | | |
| 148,204 45 | Current liabilities..... | 194,132 40 | \$46,127 95 | |
| \$4,583,685 25 | Grand totals..... | \$4,629,813 20 | \$46,127 95 | |

Union Pacific Railway Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|---------------------------|----------------------|-----------------------------|
| Oliver Ames..... | Boston..... | April 28, 1897. |
| Edwin F. Atkins..... | "..... | " 1897. |
| Geo. Q. Cannon..... | Salt Lake City..... | " 1897. |
| S. H. H. Clark..... | Omaha..... | " 1897. |
| Gordon Dexter..... | Boston..... | " 1897. |
| Grenville M. Dodge..... | Council Bluffs..... | " 1897. |
| George J. Gould..... | New York..... | " 1897. |
| Marvin Hughitt..... | Chicago..... | " 1897. |
| Henry B. Hyde..... | New York..... | " 1897. |
| Alex. Millar..... | Boston..... | " 1897. |
| Jos. H. Millard..... | Omaha..... | " 1897. |
| Oliver W. Mink..... | Boston..... | " 1897. |
| Sidney Dillon Ripley..... | New York..... | " 1897. |
| Russell Sage..... | "..... | " 1897. |
| Alex. E. Orr..... | "..... | " 1897. |
| Government directors: | | Appointed. |
| E. Ellery Anderson..... | "..... | August 3, 1898. |
| William J. Coombs..... | Brooklyn..... | June 1, 1898. |
| John W. Doane..... | Chicago..... | April 26, 1898. |
| Fitzhugh Lee..... | Lynchburg, Va..... | 26, 1898. |
| J. Nelson H. Patrick..... | Omaha..... | Febr'y 11, 1898. |

Post-office address of general office, Boston, Mass.

Post-office address of operating office, Omaha, Neb.

OFFICERS.

| Title. | Name. | Location of office. |
|---|--------------------------|---------------------|
| Chairman of the Board..... | Alex. E. Orr..... | New York. |
| President..... | S. H. H. Clark..... | Omaha. |
| First Vice-President..... | Edwin F. Atkins..... | Boston. |
| Second Vice-President..... | Oliver W. Mink..... | " |
| Secretary..... | Alex. Millar..... | " |
| Treasurer..... | James G. Harris..... | " |
| General Solicitor..... | W. R. Kelley..... | Omaha. |
| General Counsel..... | John F. Dillon..... | New York. |
| Comptroller..... | Oliver W. Mink..... | Boston. |
| Assistant Comptroller..... | Alex. Millar..... | " |
| Auditor..... | Erastus Young..... | Omaha. |
| Assistant Auditor..... | F. W. Hills..... | " |
| General Manager..... | E. Dickinson..... | " |
| Chief Engineer..... | G. H. Pegram..... | " |
| General Superintendent..... | F. J. Nichols..... | " |
| "..... | J. O. Brinkerhoff..... | Kansas City. |
| "..... | W. A. Denel..... | Denver. |
| "..... | W. H. Bancroft..... | Ogden. |
| Superintendent..... | R. R. Sutherland..... | Omaha. |
| "..... | W. L. Park..... | N. Platte, Neb. |
| "..... | A. T. Falmer..... | Kansas City. |
| "..... | D. C. Bevard..... | Cheyenne Wells. |
| "..... | L. Mallory..... | Cheyenne. |
| Superintendent of Telegraph..... | L. H. Kortz..... | Omaha. |
| Superintendent of Car Service..... | E. Buckingham..... | " |
| Freight Traffic Manager..... | J. A. Munroe..... | " |
| Assistant General Freight Agent..... | E. H. Wood..... | " |
| "..... | S. W. Eccles..... | Salt Lake City. |
| General Passenger and Ticket Agent..... | E. L. Lomax..... | Omaha. |
| General Baggage Agent..... | A. Traynor..... | Council Bluffs. |
| Land Commissioner..... | B. A. McAllister..... | Omaha. |
| "..... | S. H. H. Clark..... | " |
| "..... | Oliver W. Mink..... | Boston. |
| Receivers..... | E. Ellery Anderson..... | New York. |
| "..... | John W. Doane..... | Chicago. |
| "..... | Frederic B. Coudert..... | New York. |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|---|-----------------------|-------------------------|----------------------------|--------------------------------------|
| | From | To | | |
| Railroad line represented by capital stock—main line: | | | | |
| Union Pacific Rly. Co.: | | | | |
| Union division..... | Council Bluffs | Ogden..... | 1,081.46 | 1,777.08 |
| Kansas division..... | Kansas City..... | Denver..... | 639.52 | |
| Cheyenne division..... | Denver..... | Cheyenne..... | 104.10 | |
| Branches and spurs: | | | | |
| Leavenworth branch..... | Leavenworth..... | Lawrence Junction.. | 31.93 | |
| Wyandotte spur..... | Wyandotte..... | Armstrong..... | 2.08 | |
| Enterprise spur..... | Detroit..... | Enterprise..... | 1.95 | |
| | Council Bluffs | | | |
| | (Broadway)..... | Jct. with main line.. | 1.72 | |
| | Omaha (bridge jct.).. | Old initial point, Neb. | 3.95 | |
| | Almy Junction..... | Mine No. 7..... | 3.88 | |
| Line operated under lease for specified sum: | | | | 45.51 |
| Laramie, North Park & Pac. Rld. and Telegraph Co.... | Laramie..... | Soda Lakes..... | | 13.36 |
| Total mileage operated..... | | | | 1,835.95 |
| Total mileage operated in Kas.. | | | | 490.83 |

HISTORY.

Date of organization: January 24, 1880.
 The Union Pacific Rld. Co., chartered by act of Congress, approved July 1, 1862.* Charter amended by act approved July 12, 1862*—March 3, 1863*—July 2, 1864*—March 3, 1865*—July 3, 1866—July 23, 1866—December 20, 1867—March 6, 1868*—April 10, 1869—May 6, 1870—July 1, 1870—February 24, 1871—March 3, 1871*—March 3, 1873*—June 20, 1874*—June 22, 1874—August 15, 1876—April 30, 1878—May 7, 1878—June 17, 1878*—March 3, 1879.*
 The Kansas Pacific Rly. Co. (Union Pacific Rld. Co., eastern division)—acts of Congress above named marked with a star apply to this company also, and so do acts approved May 7, 1866, and March 3, 1869.
 The Denver Pacific Railway and Telegraph Co., chartered November 19, 1867, under the general laws of the territory of Colorado; act of Congress approved March 3, 1869.
 Consolidation of the Union Pacific Rld. Co., the Kansas Pacific Rly. Co., the Denver Pacific Railway and Telegraph Co.
 Date and authority for each consolidation: Act of Congress approved July 1, 1862, section 16; act of Congress approved July 2, 1864, section 16.

IMPORTANT CHANGES DURING THE YEAR.

The funded debt has been reduced as follows:

| | |
|---|-------------|
| Omaha bridge 8-per-cent. bonds..... | \$194,000 |
| Collateral trust 6-per-cent. notes..... | 864,000 |
| Equipment trust 5-per-cent. bonds..... | 1,146,000 |
| Total..... | \$2,204,000 |

CONTACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Pacific Express Company, dated January 19, 1886.
 Rates for the transmission of mails fixed by postmaster-general under statute.
 Pullman sleeping- and parlor-cars are run on the lines of this company, which owns a three-fourths interest in the equipment, under contract with Pullman's Palace Car Co., dated February 1, 1889. The Union Pacific Rly. Co.'s dining-cars are operated by Pullman's Palace Car Co., under contracts dated August 1, 1889, December 21, 1895, and May 1, 1896.
 Kansas City, St. Joseph & Council Bluffs Rly. Co., dated May 25, 1888.
 Chicago & Northwestern Rly. Co., dated October 18, 1889.
 Chicago & Northwestern Rly. Co., dated November 23, 1895.
 Chicago, Kansas & Nebraska Rly. Co., dated March 19, 1887.
 Chicago, Rock Island & Pacific Rly. Co. and Chicago, Kansas & Nebraska Rly. Co., dated April 10, 1889.
 Colorado Central Rld. Co., dated March 14, 1890.
 Southern Pacific Co., dated April 12, 1890.
 Southern Pacific Co., dated October 17, 1890.
 Omaha & Republican Valley Rly. Co.
 Salina & Southwestern Rly. Co.

Chicago, Rock Island & Pacific Rly. Co. and Chicago, Kansas & Nebraska Rly. Co., contract dated May 1, 1890.
Chicago, Milwaukee & St. Paul Rly. Co., dated April 30, 1890.
Missouri Pacific Rly. Co., dated May 2, 1892.
Chicago & Alton Rly. Co.
Chicago & Northwestern Rly. Co.
Atchison, Topeka & Santa Fe Rld. Co.
Oceanic Steamship Co. and Union Steamship Co., contract dated August 29, 1893.
Atchison, Topeka & Santa Fe Rly. Co.
Denver & Rio Grande and Rio Grande Western Rly. Co., contract dated May 10, 1894.
Receiver Union Pacific, Denver & Gulf Rly. Co., dated April 2, 1894.
Receiver Union Pacific, Denver & Gulf Rly. Co., dated April 19, 1894.
Receiver Union Pacific, Denver & Gulf Rly. Co., dated May 1, 1894.
Receiver Union Pacific, Denver & Gulf Rly. Co., dated May 18, 1894.
Receiver Union Pacific, Denver & Gulf Rly. Co., dated November 10, 1894.
Receiver Union Pacific, Denver & Gulf Rly. Co., dated June 12, 1895.
Receiver Union Pacific, Denver & Gulf Rly. Co., dated June 13, 1895.
Receiver Oregon Rly. & Navigation Co., effective July 4, 1894.
Receiver Oregon Rly. & Navigation Co., effective July 4, 1894.
St. Joseph & Grand Island Rld. Co. and Kansas City & Omaha Rld. Co., arrangement ordered by United States circuit court, dated December 11, 1895.
With Western Union Telegraph Co., dated July 1, 1881.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1886. | | June 30, 1886. | | Year ending June 30, 1886. | |
|---|------------------|---|------------------|----------------------------|----------------|
| Item. | Total. | Item. | Total. | Increase. | Decrease. |
| ASSETS. | | | | | |
| Cost of road and equipment..... | \$155,461,673 97 | Cost of road and equipment..... | \$155,461,193 97 | | \$490 00 |
| Stocks owned..... | 18,760,770 82 | Stocks owned..... | 19,067,712 82 | \$306,942 20 | |
| Bonds owned..... | 31,235,423 37 | Bonds owned..... | 30,231,181 29 | | 1,004,242 08 |
| Real estate..... | 5,737,863 41 | Real estate..... | 5,737,863 41 | | |
| Other permanent investments..... | 1,799,773 22 | Other permanent investments..... | 1,799,817 31 | | 5,956 01 |
| Receiver Union Pacific Ry. Co., property account..... | 1,084,556 16 | Receiver Union Pacific system..... | 1,864,966 85 | | 99,559 31 |
| Land contracts and land cash in the hands of the trustees..... | 6,332,371 21 | Land contracts and land cash in the hands of the trustees..... | 6,282,446 34 | | 320,424 87 |
| Securities of auxiliary companies held as collateral (see liabilities)..... | 2,873,645 98 | Securities of auxiliary companies held as collateral (see liabilities)..... | 2,873,645 98 | | |
| Cash and current assets..... | 11,102,250 83 | Cash and current assets..... | 11,643,341 55 | 541,080 97 | |
| Other assets..... | 4,178,638 43 | Other assets..... | 3,642,638 06 | | 575,993 37 |
| Materials and supplies *..... | 622,309 91 | Materials and supplies *..... | 618,710 97 | | 3,598 94 |
| Sinking fund..... | | Sinking fund..... | | | |
| Receivers, United States earnings..... | | Receivers, United States earnings..... | | | |
| Grand totals..... | \$240,319,776 98 | Grand totals..... | \$239,757,595 55 | | \$562,181 41 |
| LIABILITIES. | | | | | |
| Capital stock..... | \$60,868,500 00 | Capital stock..... | \$60,868,500 00 | | |
| Funded debts..... | 135,787,043 30 | Funded debts..... | 133,738,438 48 | | \$2,048,604 82 |
| Current liabilities..... | 5,290,527 43 | Current liabilities..... | 6,509,211 29 | \$1,228,683 86 | |
| Accrued interest on funded debt not yet payable..... | 679,306 63 | Accrued interest on funded debt not yet payable..... | 548,438 14 | | 127,467 49 |
| Securities of auxiliary companies held as collateral (see assets)..... | 2,838,645 98 | Securities of auxiliary companies held as collateral (see assets)..... | 2,866,645 98 | | |
| Profit and loss:..... | | Profit and loss:..... | | | |
| General income..... | | General income..... | \$7,127,344 38 | | |
| Income used for sinking fund..... | | Income used for sinking fund..... | 10,600,378 48 | | |
| Land and trust income..... | | Land and trust income..... | 24,021,372 92 | | |
| Less deficit of United States requirements compared with interest on United States bonds..... | | Less deficit of United States requirements compared with interest on United States bonds..... | \$41,749,095 78 | | |
| | | | 6,545,735 12 | | |
| Grand totals..... | \$4,818,253 62 | Grand totals..... | \$35,203,360 66 | \$307,107 04 | |
| | \$240,319,776 98 | | \$239,757,595 55 | | \$562,181 41 |

* Included above in Receivers Union Pacific system.

Junction City & Fort Kearney Railway Company.

DIRECTORY.

| Name of directors. | Post-office address. | Date of expiration of term. |
|-------------------------|----------------------|-----------------------------|
| Oliver Ames..... | Boston..... | May 4, 1887. |
| Oliver W. Mink..... | "..... | " 1887. |
| S. H. H. Clark..... | Omaha..... | " 1887. |
| E. Ellery Anderson..... | New York..... | " 1887. |
| H. P. Dillon..... | Topeka..... | " 1887. |
| N. H. Loomis..... | "..... | " 1887. |
| A. L. Williams..... | "..... | " 1887. |

Post-office address of general office, Ames building, Boston Mass.
 Post-office address of operating office, Omaha, Neb.

OFFICERS.

| Title. | Name. | Location of office. |
|---|-----------------------------------|---------------------|
| President..... | S. H. H. Clark..... | Omaha. |
| First Vice-President..... | Edwin F. Atkins..... | Boston. |
| Second Vice-President..... | Oliver W. Mink..... | " |
| Secretary..... | Alex. Millar..... | " |
| Treasurer..... | James G. Harris..... | " |
| General Solicitor..... | W. R. Kelley..... | Omaha. |
| General Counsel..... | J. F. Dillon..... | New York. |
| Comptroller..... | Oliver W. Mink..... | Boston. |
| Assistant Comptroller..... | Alex. Millar (for receivers)..... | " |
| Auditor..... | Erastus Young..... | Omaha. |
| Assistant Auditor..... | F. W. Hills..... | " |
| General Manager..... | E. Dickinson..... | " |
| Chief Engineer..... | George H. Pegram..... | " |
| General Superintendent..... | J. O. Brinkerhoff..... | Kansas City. |
| Superintendent..... | A. T. Palmer..... | " |
| Superintendent of Car Service..... | E. Buckingham..... | Omaha. |
| Superintendent of Telegraph..... | L. H. Korty..... | " |
| Freight Traffic Manager..... | J. A. Munroe..... | " |
| Assistant General Freight Agent..... | E. H. Wood..... | " |
| General Passenger and Ticket Agent..... | E. L. Lomax..... | " |
| General Baggage Agent..... | A. Traynor..... | Council Bluffs. |
| Land Commissioner..... | B. A. McAllaster..... | Omaha. |
| | S. H. H. Clark..... | " |
| | Oliver W. Mink..... | Boston. |
| Receivers..... | E. Ellery Anderson..... | New York. |
| | John W. Doane..... | Chicago. |
| | Frederic R. Coudert..... | New York. |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|---|----------------------|-----------------|----------------------------|--------------------------------------|
| | From | To | | |
| Junction City & Fort Kearney Railway Company..... | Junction City..... | Concordia..... | 70.86 17.14 | 88.00 |
| | Lawrenceburg..... | Belleville..... | | |
| Total mileage operated..... | (All in Kansas)..... | | | 88.00 |

HISTORY.

Date of organization : July 10, 1871.
Organized under general railroad laws of Kansas.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

With Pacific Express Company: Contract dated May 1, 1886.
Mail rates are fixed by statute.
With Western Union Telegraph Company: Contract dated July 1, 1881.
It is impossible to furnish a detailed statement of all existing contracts, etc. A brief reference to such contracts as are believed to be of more general interest has, however, been given.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|--|--------------------------|----------------------------|-----------|
| | | | Increase. | Decrease. |
| \$2,217,548 72 | Cost of road | \$2,217,548 72 | | |
| 1,129,059 66 | Profit and loss | 1,218,261 09 | \$89,201 43 | |
| \$3,346,608 38 | Grand totals..... | \$3,435,809 81 | \$89,201 43 | |
| | LIABILITIES. | | | |
| \$1,056,100 00 | Capital stock..... | \$1,056,100 00 | | |
| 1,141,000 00 | Funded debt | 1,141,000 00 | | |
| 1,131,820 88 | Current liabilities | 1,221,022 81 | \$89,201 43 | |
| 17,687 50 | Accrued interest on funded debt not yet payable..... | 17,687 50 | | |
| \$3,346,608 38 | Grand totals..... | \$3,435,809 81 | \$89,201 43 | |

Kansas Central Railroad Company.

DIRECTORY.

| Name of directors. | Post-office address. | Date of expiration of term. |
|--------------------------|----------------------|-----------------------------|
| Oliver Ames..... | Boston | May 4, 1897. |
| E. Ellery Anderson | New York..... | " 4, 1897. |
| S. H. H. Clark | Omaha | " 4, 1897. |
| H. P. Dillon..... | Topeka | " 4, 1897. |
| N. H. Loomis..... | " | " 4, 1897. |
| Oliver W. Mink | Boston | " 4, 1897. |
| A. L. Williams..... | Topeka..... | " 4, 1897. |

Post-office address of general office, Ames building, Boston, Mass.
 Post-office address of operating office, Omaha, Neb.

OFFICERS.

| Title. | Name. | Location of office. |
|---|-----------------------------------|---------------------|
| President..... | S. H. H. Clark | Omaha. |
| First Vice-President..... | Edwin F. Atkins | Boston. |
| Second Vice-President..... | Oliver W. Mink | " |
| Secretary..... | Alex. Millar | " |
| Treasurer..... | James G. Harris | " |
| General Solicitor..... | W. E. Kelley | Omaha. |
| General Counsel..... | Jno. F. Dillon..... | New York. |
| Comptroller..... | Oliver W. Mink | Boston. |
| Assistant Comptroller..... | Alex. Millar (for receivers)..... | " |
| Auditor..... | Erastus Young | Omaha. |
| Assistant Auditor..... | F. W. Hills | " |
| General Manager..... | E. Dickinson | " |
| Chief Engineer..... | George H. Peggam | " |
| General Superintendent..... | J. O. Brinkerhoff | Kansas City. |
| Assistant General Superintendent..... | A. T. Palmer | " |
| Superintendent of Car Service..... | E. Buckingham | Omaha. |
| Superintendent of Telegraph..... | L. H. Korty | " |
| Freight Traffic Manager..... | J. A. Munroe | " |
| Assistant General Freight Agent..... | E. H. Wood | " |
| General Passenger and Ticket Agent..... | E. L. Lomax | " |
| General Baggage Agent..... | A. Traynor | Council Bluffs. |
| Land Commissioner..... | B. A. McAllaster | Omaha. |
| Receivers..... | S. H. H. Clark | Boston. |
| | Oliver W. Mink | New York. |
| | E. Ellery Anderson..... | Chicago. |
| | John W. Doane | New York. |
| | Frederic R. Coudert..... | " |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|--|----------------------|--|----------------------------|--------------------------------------|
| | From | To | | |
| Railroad line represented by capital stock — main line: Kansas Central Rld. Co..... | Leavenworth | Miltonvale | | 165.35 |
| Lines operated under trackage rights: A. T. & S. F. Rld. Co | At Valley Falls..... | Used jointly by Ks. Cen. and A. T. & S. F. Rld. Cos..... | | .57 |
| Total mileage operated..... | | | | 165.92 |
| Total mileage operated in Kansas..... | | | | 165.92 |

The Union Pacific Railway Company owns \$1,313,400 of the \$1,343,000 of capital stock of this company.

HISTORY.

Date of organization: April 13, 1879.
 Organized under general railroad laws of Kansas.
 Chartered May 31, 1871, as the Kansas Central Rly. Co.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

With Pacific Express Company: Contract dated May 1, 1886.

Mails: Rates fixed by postmaster-general.

With Western Union Telegraph Company: Contract dated July 1, 1881.

It is impossible to furnish a concise statement of all existing contracts, etc., as called for. A brief reference to such contracts as are believed to be of more general interest has, however been made.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|--|--------------------------|----------------------------|-------------|
| | | | Increase. | Decrease. |
| \$2,668,900 89 | Cost of road and equipment.... | \$2,619,060 39 | | \$49,240 00 |
| 250 00 | Stocks owned | 250 00 | | |
| 2,198,192 28 | Profit and loss | 2,357,844 37 | \$159,652 09 | |
| 4,866,742 67 | Grand totals | \$4,977,154 76 | \$110,412 09 | |
| | LIABILITIES. | | | |
| \$1,348,000 00 | Capital stock..... | \$1,348,000 00 | | |
| 1,346,000 00 | Funded debt | 1,346,000 00 | | |
| 2,152,552 67 | Current liabilities | 2,262,964 76 | 110,412 09 | |
| 20,190 00 | Accrued interest on funded debt not yet payable | 20,190 00 | | |
| \$4,866,742 67 | Grand totals | \$4,977,154 76 | \$110,412 09 | |

Omaha & Republican Valley Railway Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|-------------------------|----------------------|-----------------------------|
| Oliver Ames..... | Boston..... | January 6, 1897. |
| E. Ellery Anderson..... | New York..... | " " 1897. |
| Edwin F. Atkins..... | Boston..... | " " 1897. |
| S. H. H. Clark..... | Omaha..... | " " 1897. |
| F. R. Condert..... | New York..... | " " 1897. |
| John W. Doane..... | Chicago..... | " " 1897. |
| Oliver W. Mink..... | Boston..... | " " 1897. |

Post-office address of general office, Ames building, Boston, Mass.

Post-office address of operating office, Omaha, Neb.

OFFICERS.

| Title. | Name. | Location of office. |
|--------------------------------------|-----------------------------------|---------------------|
| President..... | S. H. H. Clark..... | Omaha. |
| First Vice-President..... | Edwin F. Atkins..... | Boston. |
| Second Vice-President..... | Oliver W. Mink..... | " " |
| Secretary..... | Alex. Millar..... | " " |
| Treasurer..... | James G. Harris..... | " " |
| General Solicitor..... | W. R. Kelley..... | Omaha. |
| General Counsel..... | John F. Dillon..... | New York. |
| Comptroller..... | Oliver W. Mink..... | Boston. |
| Assistant Comptroller..... | Alex. Millar (for receivers)..... | " " |
| Auditor..... | Erastus Young..... | Omaha. |
| Assistant Auditor..... | F. W. Hills..... | " " |
| General Manager..... | E. Dickinson..... | " " |
| Chief Engineer..... | G. H. Pegram..... | " " |
| General Superintendent..... | P. J. Nichols..... | " " |
| Superintendent..... | R. E. Sutherland..... | " " |
| Superintendent of Car Service..... | J. A. Foley..... | Lincoln. |
| Superintendent of Telegraph..... | E. Buckingham..... | Omaha. |
| Freight Traffic Manager..... | L. H. Korty..... | " " |
| Assistant General Freight Agent..... | J. A. Munroe..... | " " |
| General Passenger Agent..... | E. H. Wood..... | " " |
| General Ticket Agent..... | E. L. Lomax..... | " " |
| General Baggage Agent..... | E. L. Lomax..... | " " |
| Land Commissioner..... | A. Traynor..... | Council Bluffs. |
| | B. A. McAllaster..... | Omaha. |
| | S. H. H. Clark..... | " " |
| | Oliver W. Mink..... | Boston. |
| Receivers..... | E. Ellery Anderson..... | New York. |
| | John W. Doane..... | Chicago. |
| | Frederic R. Coudert..... | New York. |

HISTORY.

Date of organization: February 3, 1887.

Organized under general railroad laws of Nebraska and Kansas.

This company is formed by a consolidation of the following companies: Omaha & Republican Valley Railway Company, of Nebraska, incorporated June 28, 1886, under general railroad laws of Nebraska; Blue Valley Railroad Company, of Kansas, incorporated July 3, 1886, under general railroad laws of Kansas.

Date and authority of each consolidation: February 3, 1887, under general railroad laws of Kansas and Nebraska.

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|---|------------------------|-------------------|----------------------------|--------------------------------------|
| | From | To | | |
| Railroad line represented by capital stock—main line: Omaha & Rep. Valley Rly. Co. | Valley..... | Manhattan..... | 189.01 | 239.38 |
| | Columbus..... | Norfolk..... | *50.37 | |
| Branches and spurs: Omaha & Rep. Valley Rly. Co. | Valparaiso..... | Stromsburg..... | 53.30 | |
| | Oconee..... | Albion..... | 34.54 | |
| | Genoa..... | Cedar Rapids..... | 30.55 | |
| | Grand Island..... | Ord..... | 60.77 | |
| | St. Paul..... | Loup City..... | 39.40 | |
| | Boelus..... | Pleasanton..... | 22.08 | |
| | Scotia Junction..... | Scotia..... | 1.37 | |
| | Blue Springs, Jct..... | Blue Springs..... | .67 | |
| Total mileage operated..... | | | 242.66 | |
| Total mileage operated in Kansas..... | | | 482.04 | 67.60 |

* The mileage from Columbus to Norfolk (50.37 miles) includes .31 mile at Norfolk owned jointly with the Chicago, St. Paul, Minneapolis & Omaha Rly. Co.
The Union Pacific Rly. Co. owns \$2,401,203.77 of the \$2,420,550 of the capital stock of this company.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

With Pacific Express Company: Contract dated May 1, 1886.

Rates are fixed by postmaster-general.

Union Pacific Railway Company, Salina & Southwestern Railway Company, Chicago, Rock Island & Pacific Railway Company, and Chicago, Kansas & Nebraska Railway Company. Contract dated May 1, 1886.

It is impossible to furnish a concise statement of all existing contracts as called for.

Western Union Telegraph Company. Contract dated July 1, 1881.

St. Joseph & Grand Island Railroad Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|--------------------------|----------------------|-----------------------------|
| Oliver Ames..... | Boston..... | June 8, 1897. |
| E. Ellery Anderson..... | New York..... | " 1897. |
| Edwin F. Atkins..... | Boston..... | " 1897. |
| S. H. H. Clark..... | Omaha..... | " 1897. |
| Frederic R. Coudert..... | New York..... | " 1897. |
| H. P. Dillon..... | Topeka..... | " 1897. |
| John W. Doane..... | Chicago..... | " 1897. |
| George J. Gould..... | New York..... | " 1897. |
| N. H. Loomis..... | Topeka..... | " 1897. |
| Alex. Millar..... | Boston..... | " 1897. |
| Oliver W. Mink..... | New York..... | " 1897. |
| Alex. E. Orr..... | Topeka..... | " 1897. |
| A. L. Williams..... | Topeka..... | " 1897. |

Post-office address of general office, Boston, Mass.
 Post-office address of operating office, St. Joseph, Mo.

OFFICERS.

| Title. | Name. | Location of office. |
|------------------------------|---------------------------------------|---------------------|
| Chairman of the Board..... | Edwin F. Atkins..... | Boston. |
| President..... | S. H. H. Clark..... | Omaha. |
| First Vice-President..... | Oliver Ames..... | Boston. |
| Second Vice-President..... | Oliver W. Mink..... | " |
| Secretary..... | Alex. Millar..... | " |
| Treasurer..... | James G. Harris..... | " |
| General Solicitor..... | W. E. Kelley..... | Omaha. |
| General Counsel..... | John F. Dillon..... | New York. |
| Comptroller..... | Oliver W. Mink..... | Boston. |
| Assistant Comptroller..... | Alex. Millar (for the receivers)..... | " |
| Auditor..... | J. G. Drew..... | St. Joseph. |
| General Manager..... | W. P. Robinson, jr..... | " |
| Division Superintendent..... | A. M. Morey..... | " |
| General Freight Agent..... | S. M. Adsit..... | " |
| General Passenger Agent..... | S. M. Adsit..... | " |
| Receivers..... | S. H. H. Clark..... | Omaha. |
| | Oliver W. Mink..... | Boston. |
| | E. Ellery Anderson..... | New York. |
| | John W. Doane..... | Chicago. |
| | Frederic R. Coudert..... | New York. |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|--------------------------------|---------------------|------------------------|----------------------------|--------------------------------------|
| | From | To | | |
| St. Joseph & Grand Island..... | St. Joseph, Mo..... | Grand Island, Neb..... | 251.06 | 251.06 |

Total mileage operated in Kansas, 138.37.
 The Union Pacific Rly. Co. owns \$2,301,500 of the \$4,600,000 of capital stock of this company.

HISTORY.

Date of organization: June 22, 1885.

Organized under the laws of Kansas and Nebraska.

On June 11, 1885, the St. Joseph & Western railroad was sold under foreclosure.

On June 19, 1885, the Hastings & Grand Island railroad was sold under foreclosure.

The purchasers of the above incorporated two new companies, the St. Joseph & Marysville Rld. Co., under the Kansas laws, in June, 1885, and the Grand Island & Marysville Rld. Co., under the Nebraska laws, in June, 1885.

On June 22, 1885, the St. Joseph & Marysville Rld. Co. and the Grand Island & Marysville Rld. Co. were consolidated into the St. Joseph & Grand Island Rld. Co.

On June 23, 1885, the property of the St. Joseph Bridge Building Co. was purchased by the St. Joseph & Grand Island Rld. Co.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Pacific Express Co.: Contract dated May 1, 1886.

Compensation for carrying mails is fixed by the post-office department.

With Union Pacific Rly. Co.: Contract dated July 1, 1885. Interchange of traffic. The Union Pacific Rly. Co. guarantees this company an income of \$423,000 per annum.*

With Kansas City & Omaha Rld. Co. and Union Pacific Rly. Co.: Contract dated January 1, 1887. Interchange of traffic. The Kansas City & Omaha Rld. Co. is guaranteed certain net earnings, in consideration of which the roads of the contracting parties are to be operated in harmony.*

With St. Joseph Terminal Rld. Co.: Contract dated July 1, 1887. Terminal facilities and maintenance of equipment.

With Western Union Telegraph Co.: Contract dated July 1, 1881.

It is impossible to furnish a concise statement of all the existing contracts, etc., as called for. A brief reference to such contracts as are believed to be of more general interest has, however, been given.

* This contract has been renounced by the receivers of the Union Pacific railway, pursuant to the provisions of an order of Judge Sanborn, of the circuit court of the United States for the eighth judicial circuit and district of Nebraska, filed November 19, 1894.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|--|--------------------------|----------------------------|--------------|
| | | | Increase. | Decrease. |
| \$12,569,745 12 | Cost of road | \$12,569,745 12 | ..... | ..... |
| 673,975 00 | Cost of equipment | 673,975 00 | ..... | ..... |
| 97,800 00 | Stocks owned | 97,800 00 | ..... | ..... |
| 684,426 63 | Cash and current assets | 270,985 00 | ..... | \$413,491 63 |
| 12,777 53 | Equipment and improvement fund, | 17,540 93 | \$4,763 40 | ..... |
| 41,300 00 | Sundries * | 41,300 00 | ..... | ..... |
| 588,897 20 | Profit and loss | 1,114,048 41 | 525,151 21 | ..... |
| <u>\$14,668,921 48</u> | Grand totals | <u>\$14,785,344 46</u> | <u>\$116,422 98</u> | ..... |
| | LIABILITIES. | | | |
| \$4,600,000 00 | Capital stock | \$4,600,000 00 | ..... | ..... |
| 8,721,405 74 | Funded debt | 8,721,405 74 | ..... | ..... |
| 1,194,915 74 | Current liabilities | 1,311,338 72 | \$116,422 98 | ..... |
| 70,000 00 | Accrued interest on funded debt ..... | ..... | ..... | ..... |
| ..... | not yet payable | 70,000 00 | ..... | ..... |
| 82,600 00 | Construction contract, Kansas City ..... | ..... | ..... | ..... |
| ..... | & Omaha Rld. Co. | 82,600 00 | ..... | ..... |
| <u>\$14,668,921 48</u> | Grand totals | <u>\$14,785,344 46</u> | <u>\$116,422 98</u> | ..... |

* This amount represents the debit balance of Kansas City & Omaha Rly. Co. bond account. These bonds, \$413,000 (at par), stood on the books at 80 per cent., or say \$371,700. They were delivered to the Union Pacific Rly. Co. in settlement for advances to the St. Joseph & Grand Island Rld. Co. at 80 per cent., or \$330,400, leaving a balance of \$41,300. As the price at which the bonds are delivered at is subject to adjustment, the above balance has not been written off; but as it represents no bonds the amount is excluded from "investments."

Salina & Southwestern Railway Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|-------------------------|----------------------|-----------------------------|
| Oliver Ames..... | Boston..... | May 4, 1897. |
| E. Ellery Anderson..... | New York..... | " 1897. |
| S. H. H. Clark..... | Omaha..... | " 1897. |
| H. P. Dillon..... | Topeka..... | " 1897. |
| N. H. Loomis..... | Topeka..... | " 1897. |
| Oliver W. Mink..... | Boston..... | " 1897. |
| A. L. Williams..... | Topeka..... | " 1897. |

Post-office address of general office, Ames Building, Boston.
 Post-office address of operating office, Omaha.

OFFICERS.

| Title. | Name. | Location of office. |
|---|-----------------------------------|---|
| President..... | S. H. H. Clark..... | Omaha. |
| First Vice-President..... | Edwin F. Atkins..... | Boston. |
| Second Vice-President..... | Oliver W. Mink..... | " |
| Secretary..... | Alex. Millar..... | " |
| Treasurer..... | James G. Harris..... | " |
| General Solicitor..... | W. B. Kelley..... | Omaha. |
| General Counsel..... | John F. Dillon..... | New York. |
| Comptroller..... | Oliver W. Mink..... | Boston. |
| Assistant Comptroller..... | Alex. Millar (for receivers)..... | " |
| Auditor..... | Erastus Young..... | Omaha. |
| Assistant Auditor..... | F. W. Hills..... | " |
| General Manager..... | E. Dickinson..... | " |
| Chief Engineer..... | G. H. Pegram..... | " |
| General Superintendent..... | J. O. Brinkerhoff..... | Kansas City. |
| Superintendent..... | A. T. Palmer..... | " |
| Superintendent Car Service..... | E. Buckingham..... | Omaha. |
| Superintendent of Telegraph..... | L. H. Korty..... | " |
| Freight Traffic Manager..... | J. A. Munroe..... | " |
| Assistant General Freight Agent..... | E. H. Wood..... | " |
| General Passenger and Ticket Agent..... | E. L. Lomax..... | " |
| General Baggage Agent..... | A. Traynor..... | Council Bluffs. |
| Land Commissioner..... | B. A. McAllaster..... | Omaha. |
| Receivers..... | S. H. H. Clark..... | Boston. New York. Chicago. New York. |
| | Oliver W. Mink..... | |
| | E. Ellery Anderson..... | |
| | John W. Doane..... | |
| | Frederic R. Coudert..... | |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|---|-------------|----------------|----------------------------|--------------------------------------|
| | From | To | | |
| Salina & Southwestern Rly. Co.— main line..... | Salina..... | McPherson..... | 35.47 | 35.47 |

The Union Pacific Railway Company owns \$231,700 of the \$288,400 of capital stock of this company.

HISTORY.

Date of organization: December 21, 1880.
 Organized under general railroad laws of Kansas, chapter 23 of Compiled Laws of 1879.
 Salina & Southwestern Rly. Co.; incorporated in Kansas December 18, 1878.
 Kansas & Southwestern Rly. Co.; incorporated in Kansas July 15, 1879.
 The above were consolidated into the Salina & Southwestern Rly. Co. December 21, 1880.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

With Pacific Express Co., contract dated May 1, 1886.
 Mail rates are fixed by postmaster-general.
 Union Pacific Rly. Co., Omaha & Republican Valley Rly. Co., Chicago, Kansas & Nebraska Rly. Co., and Chicago, Rock Island & Pacific Rly. Co., dated May 1, 1880.
 Western Union Telegraph Co., contract dated July 1, 1881.
 It is impossible to furnish a concise statement of all existing contracts, as called for. A brief reference to such contracts as are believed to be of more general interest has, however, been made.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|---|--------------------------|----------------------------|-----------|
| | | | Increase. | Decrease. |
| \$338,034 89 | Cost of road..... | \$338,034 89 | | |
| 8,658 11 | Cash and current assets..... | 9,136 42 | \$478 31 | |
| 333,185 61 | Profit and loss..... | 365,087 30 | 31,921 69 | |
| \$1,179,858 61 | Grand totals..... | \$1,212,258 61 | \$32,400 00 | |
| | LIABILITIES. | | | |
| \$288,400 00 | Capital stock..... | \$288,400 00 | | |
| 540,000 00 | Funded debt..... | 540,000 00 | | |
| 340,658 61 | Current liabilities..... | 373,058 61 | \$32,400 00 | |
| 10,800 00 | Accrued interest on funded debt not yet payable..... | 10,800 00 | | |
| \$1,179,858 61 | Grand totals..... | \$1,212,258 61 | \$32,400 00 | |

Solomon Railroad Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|-------------------------|----------------------|-----------------------------|
| Oliver Ames..... | Boston..... | May 4, 1897. |
| E. Ellery Anderson..... | New York..... | " " 1897. |
| S. H. H. Clark..... | Omaha..... | " " 1897. |
| H. P. Dillon..... | Topeka..... | " " 1897. |
| N. H. Loomis..... | " "..... | " " 1897. |
| Oliver W. Mink..... | Boston..... | " " 1897. |
| A. L. Williams..... | Topeka..... | " " 1897. |

Post-office address of general office, Ames building, Boston, Mass.
 Post-office address of operating office, Omaha, Neb.

OFFICERS.

| Title. | Name. | Location of office. |
|---|---------------------------------------|---------------------|
| President..... | S. H. H. Clark..... | Omaha. |
| First Vice-President..... | Edwin F. Atkins..... | Boston. |
| Second Vice-President..... | Oliver W. Mink..... | " " |
| Secretary..... | Alex. Millar..... | " " |
| Treasurer..... | James G. Harris..... | " " |
| General Solicitor..... | W. R. Kelley..... | Omaha. |
| General Counsel..... | John F. Dillon..... | New York. |
| Comptroller..... | Oliver W. Mink..... | Boston. |
| Assistant Comptroller..... | Alex. Millar (for the receivers)..... | " " |
| Auditor..... | Erastus Young..... | Omaha. |
| Assistant Auditor..... | F. W. Hills..... | " " |
| General Manager..... | E. Dickinson..... | " " |
| Chief Engineer..... | Geo. H. Pegram..... | " " |
| General Superintendent..... | J. O. Brinkerhoff..... | Kansas City. |
| Superintendent..... | A. T. Palmer..... | " " |
| Superintendent of Car Service..... | E. Buckingham..... | Omaha. |
| Superintendent of Telegraph..... | L. H. Korty..... | " " |
| Freight Traffic Manager..... | J. A. Munroe..... | " " |
| Assistant General Freight Agent..... | E. H. Wood..... | " " |
| Assist. General Passenger and Ticket Agent..... | E. L. Lomax..... | " " |
| General Baggage Agent..... | A. Traynor..... | Council Bluffs. |
| Land Commissioner..... | B. A. McAllaster..... | Omaha. |
| | S. H. H. Clark..... | " " |
| Receivers..... | Oliver W. Mink..... | Boston. |
| | E. Ellery Anderson..... | New York. |
| | John W. Doane..... | Chicago. |
| | Frederic R. Coudert..... | New York. |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|---------------------------------|--------------|-------------|----------------------------|--------------------------------------|
| | From | To | | |
| Solomon Rld. Co.—main line..... | Solomon..... | Beloit..... | 57.04 | 57.04 |

Total mileage operated in Kansas, 57.04.
 Of the capital stock of this company (\$1,108,850), \$1,000,500 is owned by the Union Pacific Rly. Co.

HISTORY.

Date of organization: August 13, 1877.
Organized under laws of Kansas.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

1. With Pacific Express Co., contract dated May 1, 1886.
2. Mail rates fixed by postmaster-general.
7. With Western Union Telegraph Co., contract dated July 1, 1881.
8. It is impossible to furnish a concise statement of all existing contracts, etc. A brief reference to such contracts as are believed to be of more general interest has, however, been given.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|--|--------------------------|----------------------------|-----------|
| | | | Increase. | Decrease. |
| \$1,705,890 98 | Cost of road..... | \$1,705,890 98 | | |
| 76,455 52 | Cash and current assets..... | 94,828 39 | \$18,370 87 | |
| 84,373 50 | Profit and loss..... | 100,502 63 | 16,129 13 | |
| \$1,866,720 00 | Grand totals..... | \$1,901,220 00 | \$34,500 00 | |
| | LIABILITIES. | | | |
| \$1,108,850 00 | Capital stock..... | \$1,108,850 00 | | |
| 575,000 00 | Funded debt..... | 575,000 00 | | |
| 177,120 00 | Current liabilities..... | 211,620 00 | \$34,500 00 | |
| 5,750 00 | Accrued interest on funded debt not yet payable..... | 5,750 00 | | |
| \$1,866,720 00 | Grand totals..... | \$1,901,220 00 | \$34,500 00 | |

Union Pacific, Lincoln & Colorado Railway Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|--------------------------|----------------------|-----------------------------|
| E. Ellery Anderson..... | New York..... | } On election of successor. |
| S. H. H. Clark..... | Omaha..... | |
| Frederic R. Coudert..... | New York..... | |
| Oliver W. Mink..... | Boston..... | |
| H. F. Dillon..... | Topeka..... | |
| N. H. Loomis..... | "..... | |
| A. L. Williams..... | "..... | |

Post-office address of general office, Ames building, Boston, Mass.
 Post-office address of operating office, Omaha, Neb.

OFFICERS.

| Title. | Name. | Location of office. |
|---|-----------------------------------|---------------------|
| President..... | S. H. H. Clark..... | Omaha. |
| First Vice-President..... | Oliver W. Mink..... | Boston. |
| Secretary..... | Alex. Millar..... | " |
| Treasurer..... | James G. Harris..... | " |
| General Solicitor..... | W. R. Kelley..... | Omaha. |
| General Counsel..... | John F. Dillon..... | New York. |
| Comptroller..... | Oliver W. Mink..... | Boston. |
| Assistant Comptroller..... | Alex. Millar (for receivers)..... | " |
| Auditor..... | Erastus Young..... | Omaha. |
| Assistant Auditor..... | F. W. Hills..... | " |
| General Manager..... | E. Dickinson..... | " |
| Chief Engineer..... | G. H. Pegram..... | " |
| General Superintendent..... | J. O. Brinkerhoff..... | Kansas City. |
| Superintendent..... | D. C. Bivard..... | Cheyenne, Wyo. |
| Superintendent of Car Service..... | E. Buckingham..... | Omaha. |
| Superintendent of Telegraph..... | L. H. Korty..... | " |
| Freight Traffic Manager..... | J. A. Munroe..... | " |
| Assistant General Freight Agent..... | E. H. Wood..... | " |
| General Passenger and Ticket Agent..... | E. L. Lomax..... | " |
| General Baggage Agent..... | A. Traynor..... | Council Bluffs. |
| Land Commissioner..... | B. A. McAllaster..... | Omaha. |
| Receivers..... | S. H. H. Clark..... | " |
| | Oliver W. Mink..... | Boston. |
| | E. Ellery Anderson..... | New York. |
| | John W. Doane..... | Chicago. |
| | Frederic C. Coudert..... | New York. |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|---|-------------|-------------|----------------------------|--------------------------------------|
| | From | To | | |
| Union Pacific, Lincoln & Colorado Rly. Co.—main line... | Salina..... | Oakley..... | 225.35 | 225.35 |
| Total mileage operated in Kas. | | | | 225.35 |

The Union Pacific Rly. Co. owns \$1,997,800 of the \$2,309,800 of capital stock of this company.

HISTORY.

Date of organization: August 1, 1888.

Organized under laws of states of Kansas and Colorado.

Salina, Lincoln & Western Rly. Co., incorporated, Kansas, August 12, 1885, Oakley & Colby Rly. Co., incorporated, Kansas, November 16, 1885, and the Lincoln & Colorado Rly. Co., incorporated, Kansas, February 15, 1888.

These three consolidated July 25, 1888, into the Union Pacific, Lincoln & Colorado Rly. Co. (in Kansas), which was consolidated August 1, 1888, with the Union Pacific, Lincoln & Colorado Rly. Co. (in Colorado), incorporated June 1, 1888, forming the present company.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

With Pacific Express Co.: Contract dated May 1, 1886.

Mail rates fixed by postmaster-general.

With Union Pacific Rly. Co.: Contract dated August 1, 1888. This contract has been renounced by the receivers of the Union Pacific, Lincoln & Colorado railway, pursuant to the order of Judge Sanborn (No. 139), filed November 19, 1894.

With Western Union Telegraph Co.: Contract dated July 1, 1881.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|--|--------------------------|----------------------------|------------|
| | | | Increase. | Decrease. |
| \$6,240,590 05 | Cost of road | \$6,240,590 05 | | |
| 614,125 00 | Cost of equipment | 614,125 00 | | |
| 34,249 73 | Cash and current assets | 25,491 39 | | \$8,758 34 |
| 60,831 76 | Sinking fund | 60,834 42 | \$2 66 | |
| 481,639 98 | Profit and loss | 739,326 66 | 257,686 68 | |
| \$7,431,436 52 | Grand totals | \$7,680,967 52 | \$248,961 00 | |
| | LIABILITIES. | | | |
| \$2,309,800 00 | Capital stock | \$2,309,800 00 | | |
| 4,380,000 00 | Funded debt | 4,380,000 00 | | |
| 467,841 22 | Current liabilities | 686,716 22 | \$218,875 00 | |
| 54,750 00 | Accrued interest on funded debt not yet payable | 54,750 00 | | |
| 219,045 30 | Income used for sinking fund | 249,101 30 | 30,056 00 | |
| \$7,431,436 52 | Grand totals | \$7,680,967 52 | \$248,961 00 | |

The Wichita & Western Railway Company.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|---------------------|----------------------|-----------------------------|
| A. F. Walker | New York | October 29, 1896. |
| E. P. Ripley | Chicago | " " |
| J. J. Frey | Topeka | " " |
| A. A. Hurd | " | " " |
| J. E. Frost | " | " " |
| G. G. Gage | " | " " |
| D. L. Lakin | " | " " |
| Robert Pierce | " | " " |
| Henry Strong | " | " " |
| A. M. Mills | " | " " |
| C. A. Fellows | " | " " |
| N. H. Burt | Leavenworth | " " |

OFFICERS.

| Title. | Name. | Location of office. |
|---|---------------------------|---------------------|
| Chairman of the Board | A. F. Walker | New York. |
| President | E. P. Ripley | Chicago. |
| First Vice-President | D. B. Robinson | " " |
| Third Vice-President | Paul Morton | " " |
| Secretary and Treasurer * | E. Wilder | Topeka. |
| General Solicitor | E. D. Kenna | Chicago. |
| General Counsel | Victor Morawetz | New York. |
| Assistant Secretary | L. C. Deming | " " |
| Assistant Treasurer | H. W. Gardiner | " " |
| Comptroller | J. P. Whitehead | Chicago. |
| General Auditor | H. C. Whitehead | Topeka. |
| Auditor * | J. F. H. McKibben † | Wichita. |
| Superintendent * | D. H. Rhodes | Topeka. |
| Assistant General Freight Agent * | C. R. Hudson | Topeka. |
| Assistant General Ticket Agent * | W. J. Black | " " |
| Receiver * | J. H. McEntire ‡ | Wichita. |

* Officers of the receivership.

† Died August 25, 1896.

‡ Appointed January 14, 1895; took charge February 1, 1895.

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|---------------------------------|---------------|----------------|----------------------------|--------------------------------------|
| | From | To | | |
| Wichita and Western Rly. Co.... | Wichita | Cullison | 89.04 | 89.04 |

Miles operated June 30, 1895..... 124.65

Mileage discontinued December 10, 1895, Cullison to west line Kiowa county..... 35.61

Mileage operated June 30, 1896..... 89.04

Average miles operated during year, 104.74 miles. (All in Kansas.)

HISTORY.

Date of organization: July 24, 1889, filed consolidated agreement.

Organized under general laws of Kansas.

Is a consolidated company: The Wichita & Western Rly. Co., organized May 17, 1883, and the Kingman, Pratt & Western Rly. Co., organized September 11, 1885, were consolidated under corporate name of The Wichita & Western Rly. Co., under authority of an act of the legislature of Kansas, passed in 1870, chapter 92, section 1, as amended by Laws of 1889, chapter 196, section 1, in effect March 9, 1889.

Date and authority for each consolidation: May 9, 1889, at meeting of directors and stockholders of respective companies.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

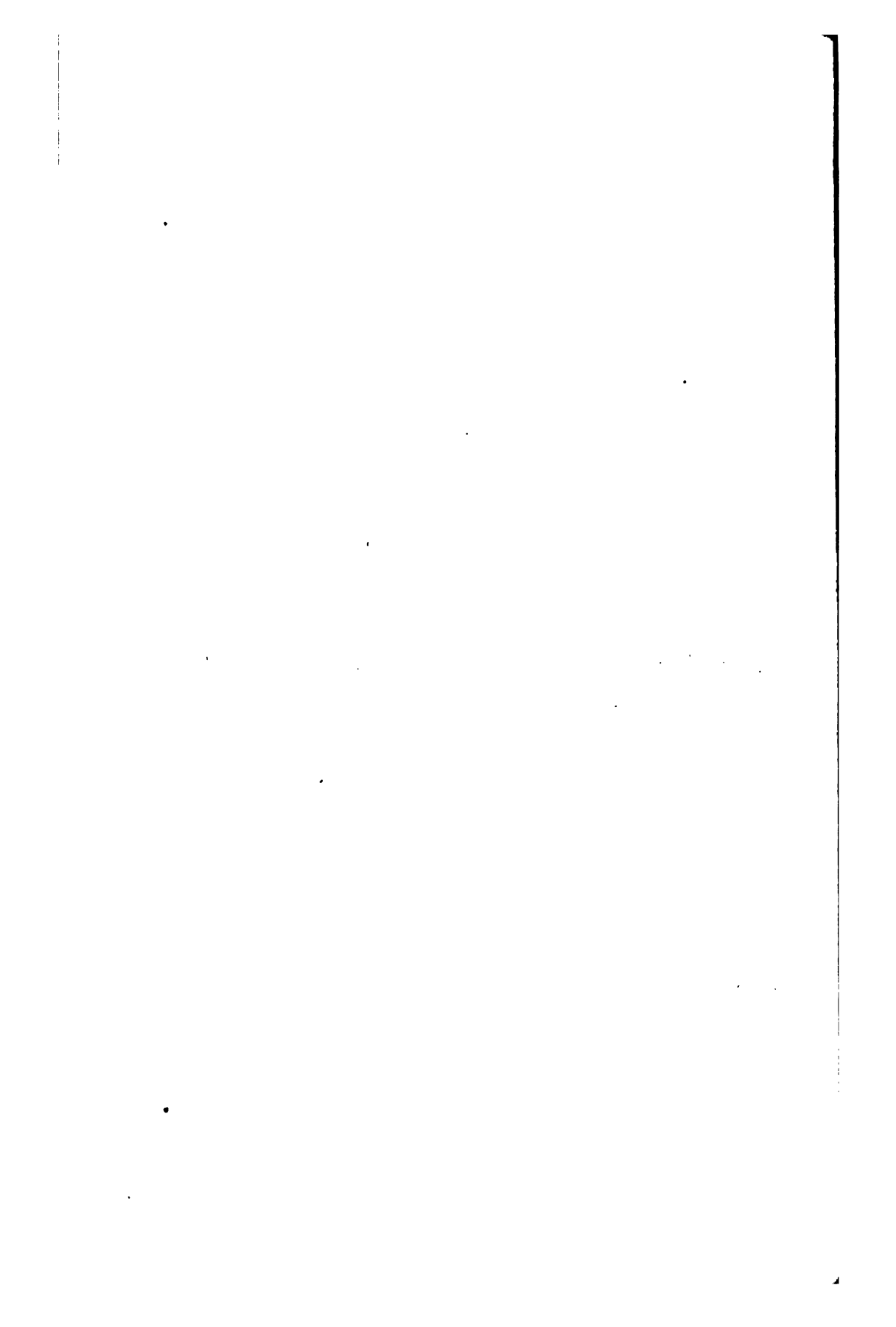
Wells, Fargo & Co.'s Express: The express company pays a certain percentage of its gross earnings from business carried over this company's line, and guarantees to the railroad company that such percentage shall not be less than a fixed amount per annum.

United States government mails: This company provides the cars, pays cost of maintenance of same, receives and delivers the mails at terminal offices, and delivers the mails into and takes them from all intermediate offices located not over 80 rods from points at which trains make regular stops. Compensation is based on weight of mail, speed of trains, etc., as provided by law.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|------------------------------------|--------------------------|----------------------------|-----------|
| | | | Increase. | Decrease. |
| \$2,733,407 63 | Cost of road..... | \$2,733,383 53 | | \$24 10 |
| 80,848 72 | Cost of equipment..... | 77,530 04 | | 3,318 68 |
| 21,684 65 | Cash and current assets..... | 25,975 74 | \$4,291 09 | |
| 1 92 | Sundries..... | 281 38 | 279 46 | |
| 944,607 22 | Profit and loss..... | 1,106,436 26 | 161,829 04 | |
| \$3,780,550 14 | Grand totals..... | \$3,943,606 95 | \$163,056 81 | |
| | LIABILITIES. | | | |
| \$1,035,000 00 | Capital stock..... | \$1,035,000 00 | | |
| 1,747,000 00 | Funded debt..... | 1,747,000 00 | | |
| 989,352 67 | Current liabilities..... | 1,152,496 49 | \$163,143 82 | |
| 9,197 47 | Accrued taxes not yet payable..... | 9,110 46 | | \$87 01 |
| \$3,780,550 14 | Grand totals..... | \$3,943,606 95 | \$163,056 81 | |

DIRECTORY OF COMPANIES
WHOSE LINES OF ROAD ARE SUBSIDIARY TO AND
OPERATED BY OTHER COMPANIES.



HISTORY.

Organized June 23, 1879, under laws of Kansas. Consolidation of the following companies: Waterville & Washington Rld. Co., incorporated April 6, 1876; Republican Valley Rld. Co., incorporated November 1, 1876; Atchison, Solomon Valley & Denver Rld. Co., incorporated August 3, 1877; Atchison, Republican Valley & Pacific Rld. Co., incorporated May 15, 1877; Atchison & Denver Rld. Co., incorporated December 23, 1878.

Date of consolidation, June 23, 1879, under the laws of Kansas approved March 1, 1870. This road is operated by the Missouri Pacific Rly. Co. for account of the receivers Central Branch Union Pacific Rly. Co., lessees.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|---------------------------------|--------------------------|----------------------------|-----------|
| | | | Increase. | Decrease. |
| \$5,595,496 75 | Cost of road and equipment..... | \$5,595,496 75 | | |
| 609,508 48 | Cash and current assets..... | 862,008 48 | \$253,500 00 | |
| \$6,205,005 23 | Grand totals..... | \$6,458,505 23 | \$253,500 00 | |
| | | | | |
| | LIABILITIES. | | | |
| \$1,351,700 00 | Capital stock..... | \$1,351,700 00 | | |
| 170,700 00 | | 170,700 00 | | |
| \$1,522,400 00 | Funded debt..... | \$1,522,400 00 | | |
| 4,070,000 00 | Current liabilities..... | 4,070,000 00 | | |
| 431,065 00 | Accrued interest..... | 675,255 00 | \$244,200 00 | |
| 40,700 00 | Profit and loss..... | 40,700 00 | | |
| 140,850 23 | | 150,150 23 | 9,300 00 | |
| \$6,205,005 23 | Grand totals..... | \$6,458,505 23 | \$253,500 00 | |

Atchison, Jewell County & Western Railroad Company.

(The road is managed by the officers of the Missouri Pacific Rly. Co., for account of the Central Branch Union Pacific Rly. Co., lessee.)

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|-----------------------|----------------------|--|
| Oliver Ames, deceased | Boston | Term expires on election of successor. |
| Oliver Ames, second | " | |
| E. Ellery Anderson | New York | |
| Edwin F. Atkins | Boston | |
| S. H. H. Clark | Omaha | |
| Alex. C. Orr | New York | |
| Frederic R. Coudert | " | |
| John W. Doane | Chicago | |
| H. P. Dillon | Topeka | |
| George J. Gould | New York | |
| N. H. Loomis | Topeka | |
| Oliver W. Mink | Boston | |
| A. L. Williams | Topeka | |

General office, Boston.

OFFICERS.

| Title. | Name. | Location of office. |
|-----------------------|------------------------------|---------------------|
| President | S. H. H. Clark | Omaha. |
| Vice-President | Edwin F. Atkins | Boston. |
| Second Vice-President | Oliver W. Mink | " |
| Secretary | Alex. Millar | " |
| Treasurer | James G. Harris | " |
| General Solicitor | W. R. Kelley | Omaha. |
| General Counsel | John F. Dillon | New York. |
| Comptroller | Oliver W. Mink | Boston. |
| Assistant Comptroller | Alex. Millar (for receivers) | " |
| Auditor | Erastus Young | Omaha. |
| Assistant Auditor | F. W. Hills | " |
| Receivers | S. H. H. Clark | " |
| | Oliver W. Mink | Boston. |
| | E. Ellery Anderson | New York. |
| | John W. Doane | Chicago. |
| | Frederick R. Coudert | New York. |

TERMINAL TABLE.

| Name. | From | To | Miles. |
|-----------------------------------|-------------------------------|----------|--------|
| Atchison, Jewell County & Western | Jamestown (All in Kansas.) | Burr Oak | 33.40 |

This railroad was leased to the Central Branch Union Pacific Rly. Co., for 25 years from December 2, 1879, at an annual rental of \$1,000 per mile.

By virtue of a contract dated December 6, 1880, between the Kansas Central Rld. Co., of the first part, the Central Branch Union Pacific Rly. Co., of the second part, and the Missouri Pacific Rly. Co., of the third part, the road of this company is operated by the Missouri Pacific Rly. Co., which latter company accounts to the Central Branch Union Pacific for the net earnings.

A supplemental contract, dated September 30, 1885, provides that the contract of December 6, 1880, shall exist for 25 years from December 31, 1885, and thereafter until terminated by six month's notice from either party.

HISTORY.

Organized July 5, 1879, under the general corporation laws of the state of Kansas, by articles of association filed in the office of secretary of state of Kansas July 5, 1879. This road is operated by the Missouri Pacific Rly. Co., for account of the Central Branch Union Pacific Rly. Co. lessee.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|------------------------------|--------------------------|----------------------------|-----------|
| | | | Increase. | Decrease. |
| \$744,400 00 | Cost of road..... | \$744,400 00 | | |
| 83,182 92 | Cash and current assets..... | 117,057 92 | \$33,875 00 | |
| \$827,582 92 | Grand totals..... | \$861,457 92 | \$33,875 00 | |
| | LIABILITIES. | | | |
| \$202,400 00 | Capital stock..... | \$202,400 00 | | |
| 542,000 00 | Funded debt..... | 542,000 00 | | |
| 57,300 00 | Current liabilities..... | 89,820 00 | \$32,520 00 | |
| 5,420 00 | Accrued interest..... | 5,420 00 | | |
| 20,462 92 | Profit and loss..... | 21,817 92 | 1,355 00 | |
| \$827,582 92 | Grand totals..... | \$861,457 92 | \$33,875 00 | |

Denison & Washita Valley Railway Company.

(This company's road is operated by the Missouri, Kansas & Texas Rly. Co. of Texas.)

DIRECTORY.

| Names of directors. | Post-office address: | Date of expiration of term. |
|---------------------|----------------------|--|
| Henry C. Rouse..... | New York..... | } On first Wednesday after first Monday in April of each year. |
| W. B. Munson..... | Denison, Tex..... | |
| R. C. Foster..... | “ “..... | |
| W. S. Nevins..... | “ “..... | |
| J. T. Munson..... | “ “..... | |
| Colgate Hoyt..... | New York..... | |
| E. W. Wetmore..... | “ “..... | |
| Thos. C. Purdy..... | St. Louis..... | |
| J. C. Field..... | Denison, Tex..... | |

Post-office address of general officers, Denison, Tex.

OFFICERS.

| Title. | Name. | Location of office. |
|--|---------------------|---------------------|
| President..... | W. B. Munson..... | Denison, Tex. |
| First Vice-President..... | Thos. C. Purdy..... | St. Louis. |
| Secretary and Treasurer..... | W. S. Nevins..... | Denison, Tex. |
| Assistant Secretary and Treasurer..... | C. G. Hedge..... | New York. |

TERMINAL TABLE.

| Name. | From | To | By what company operated. | Miles. |
|-----------------------------------|--------------------|---------------|---------------------------|--------|
| Denison & Washita Valley Rly..... | Atoka, I. T..... | Colgate..... | M. K. & T. Rly. Co..... | 8.73 |
| | Lehigh..... | “..... | “ “..... | 4.87 |
| | Colgate..... | Mines..... | “ “..... | 1.39 |
| | Warner, Tex..... | Ray, Tex..... | “ “ of Texas..... | 6.40 |
| | Total | | | |

Contract entered into, effective January 1, 1894, with the Missouri, Kansas & Texas Rly. Co. and the Missouri, Kansas & Texas Rly. Co. of Texas, together with equipment, station buildings and all other property, real or personal, belonging to this company as may be necessary for the operation of the same. In consideration of which the Missouri, Kansas & Texas railway guarantees the interest on \$1,000,000 first-mortgage bonds, at 6 per cent. per annum. Said lease is for a period of 50 years, with the privilege on the part of the Missouri, Kansas & Texas Rly. Co. to continue same for a further period of 50 years.

HISTORY.

Date of organization: January, 1886.
 Organized under act of Congress approved July 1, 1886, and charter under general laws of Texas. Right of way granted through Indian Territory by act of Congress July 1, and amended by an act dated June 12, 1890.

Kanopolis & Kansas Central Railway Company.

(Operated by the Missouri Pacific Rly. Co.)

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|----------------------|-----------------------------------|-----------------------------|
| George J. Gould..... | 195 Broadway, New York city... | April, 1897. |
| C. G. Warner..... | 6th and Locust sts., St. Louis... | " " 1897. |
| J. H. Richards..... | Fort Scott..... | " " 1897. |
| D. F. Coon..... | " "..... | " " 1897. |
| C. E. Benton..... | " "..... | " " 1897. |
| A. H. Webb..... | Wichita..... | " " 1897. |
| C. J. Evans..... | Ellsworth..... | " " 1897. |

Post-office address of general office, Kanopolis, Kas., and St. Louis, Mo.
Post-office address of operating office, St. Louis, Mo.

OFFICERS.

| Title. | Name. | Location of office. |
|--|----------------------|---------------------|
| President..... | George J. Gould..... | New York city. |
| Vice-President..... | J. H. Richards..... | Fort Scott. |
| Secretary..... | F. W. Ireland..... | St. Louis. |
| Treasurer..... | A. H. Calef..... | New York city. |
| Assistant Secretary and Assistant Treasurer, | A. H. Webb..... | Wichita. |

TERMINAL TABLE.

| Name. | Terminals. | | By what company operated. | Under what kind of contract operated. | Miles. |
|---|-----------------|-----------------|---------------------------|---------------------------------------|--------|
| | From | To | | | |
| Kanopolis & Kansas Central Rly | Geneseo, Kas... | Kanopolis, Kas. | Mo.Pac.Rly.Co. | Owned ... | 14.16 |

This is a proprietary company, and is operated by the Missouri Pacific Rly. Co. by virtue of the ownership of a majority of the capital stock.

HISTORY.

Date of organization: October 25, 1886.
Incorporated under the general railroad law of the state of Kansas: Compiled Laws of Kansas, 1881, Dassel's edition, chapter 23, article 2, section 6.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

All existing contracts, agreements, arrangements, etc., with other companies or persons concerning the transportation of freight or passengers are included in the Missouri Pacific Railway company's report.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|--------------------------|--------------------------|----------------------------|-----------|
| | | | Increase. | Decrease. |
| \$525,000 00 | Cost of road..... | \$525,000 00 | ..... | ..... |
| 108,000 00 | Profit and loss..... | 121,500 00 | \$13,500 00 | ..... |
| \$633,000 00 | Grand totals..... | \$646,500 00 | \$13,500 00 | ..... |
| | LIABILITIES. | | | |
| \$300,000 00 | Capital stock..... | \$300,000 00 | ..... | ..... |
| 225,000 00 | Funded debt..... | 225,000 00 | ..... | ..... |
| 108,000 00 | Current liabilities..... | 121,500 00 | \$13,500 00 | ..... |
| \$633,000 00 | Grand totals..... | \$646,500 00 | \$13,500 00 | ..... |

Kansas & Colorado Pacific Railway Company.

(Operated by the Missouri Pacific Rly. Co.)

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|---------------------|-----------------------------------|-----------------------------|
| Geo. J. Gould..... | 195 Broadway, New York city.... | May, 1897. |
| S. H. H. Clark..... | Sixth and Locust sts., St. Louis. | " 1897. |
| C. G. Warner..... | Sixth and Locust sts., St. Louis. | " 1897. |
| C. E. Benton..... | Fort Scott..... | " 1897. |
| J. H. Richards..... | "..... | " 1897. |
| A. F. Kellar..... | "..... | " 1897. |
| A. H. Webb..... | Wichita..... | " 1897. |

Post-office address of general office, Fort Scott, Kas., and New York city.

OFFICERS.

| Title. | Name. | Location of office. |
|------------------------------|----------------------|---------------------|
| President..... | George J. Gould..... | New York city. |
| Vice-President..... | S. H. H. Clark..... | St. Louis. |
| Secretary and Treasurer..... | A. H. Calef..... | New York city. |
| Assistant Secretary..... | J. H. Richards..... | Fort Scott. |
| Assistant Treasurer..... | D. S. H. Smith..... | St. Louis. |

TERMINAL TABLE.

| Name. | Terminals. | | By what company operated. | Under what kind of contract operated. | Miles of line. |
|-------------------------------|---------------------------|--------------------------|-------------------------------|---------------------------------------|----------------|
| | From | To | | | |
| Kansas & Colo. Pac... | Ottawa con..... | Council Grove..... | The Missouri Pacific Rly. Co. | Owned, | 69.53 |
| | Council Grove..... | W. line Dickinson Co. | | " | 51.25 |
| | W. line Dickinson Co. | Gypsum City con..... | | " | 2.69 |
| | Gypsum City con..... | Marquette con..... | | " | 27.30 |
| | Marquette con..... | East line Ness Co. | | " | 100.33 |
| | East line Ness Co. | Kas. & Colo. state line. | | " | 138.52 |
| | Kas. & Colo. state line. | Pueblo U. D. con..... | | " | 152.12 |
| | C. Grove Spur Jct..... | M. K. & T. con..... | | " | 48 |
| | Great Bend Br. Jct..... | Great Bend..... | | " | 10.01 |
| | Gypsum City con..... | Salina con..... | | " | 16.73 |
| | Salina con..... | Marquette con..... | | " | 25.68 |
| | Montieth Jct..... | St. L. & E. Jct..... | | " | 74.31 |
| | Interstate Jct..... | Madison..... | | " | 27.12 |
| | Fort Scott Jct..... | Indian territory line. | | " | 244.45 |
| | El Dorado Jct..... | McPherson..... | | " | 62.40 |
| | Gilfillan's Spur Jct..... | Gilfillan's..... | | " | 2.40 |
| | Wich. & Colo. Jct..... | S. S. & E. P. con..... | | " | 46.47 |
| | S. S. & E. P. con..... | S. S. & E. P. Jct..... | | " | 40.10 |
| | Chetopa con..... | Larned..... | | " | 273.04 |
| | Dexter Jct..... | Arkansas City..... | | " | 25.07 |
| Fort Scott..... | Topeka..... | " | 131.00 | | |
| V. V. I. & W. Jct. * | Deering Jct..... | " | 80.62 | | |
| Total mileage..... | | | | 1,601.62 | |
| Total mileage, Kansas, | | | | 1,433.89 | |

* This division is leased to the Missouri Pacific Rly. Co., and is included in its mileage.

This is a proprietary company, and is operated by the Missouri Pacific Rly. Co. by virtue of the ownership of a majority of its capital stock, with the exception of the Verdigris Valley, Independence & Western division, which is leased to the Missouri Pacific Rly. Co. for 40 years, commencing September 27, 1886, for a rental of \$50 per mile per annum, together with all taxes and expenses of maintenance, etc.

HISTORY.

Date of organization: December 27, 1890, by articles of consolidation filed in the office of the secretary of state of the state of Kansas.

Organized under the laws of the state of Kansas, by authority of act of the legislature of the state of Kansas approved February 27, 1889. (Session Laws of Kansas, 1889, chapter 196, page 290; General Statutes of Kansas, 1889, section 1268.)

The constituent companies of the consolidation forming the Kansas & Colorado Pacific Rly. Co. are 12 in number, each formed by articles of association filed in the office of the secretary of state of the state of Kansas on the dates set against the name of each company as below stated, viz.:

- The Council Grove, Osage City & Ottawa Rly. Co., January 13, 1886.
- Topeka, Salina & Western Rld. Co., November 23, 1880.
- The Missouri Pacific Rly. Co. in Kansas, September 17, 1885.
- The Kansas & Colorado Rld. Co., January 6, 1883.
- Denver, Memphis & Atlantic Rly. Co., October 11, 1883, and amendments to this charter filed November 17, 1884, and January, 1886.
- The Council Grove, Smoky Valley & Western Rly. Co., June 8, 1886.
- Kansas, Nebraska & Dakota Rly. Co., August 14, 1885.
- Salina, Sterling & El Paso Rld. Co., December 17, 1883.
- The Wichita & Colorado Rly. Co. June 27, 1885, and amendments filed April 29, 1886.
- The Verdigris Valley, Independence & Western Rld. Co., May 6, 1885.
- The Grouse Creek Rly. Co., April 2, 1887.
- The Interstate Rly Co., itself a consolidated company, formed by articles of consolidation filed in the office of the secretary of state of the state of Kansas, July 3, 1890, the constituent companies of said consolidation being the St. Louis & Emporia Rld. Co., which was formed by articles of association filed in the office of the secretary of state of the state of Kansas February 2, 1886, and The Interstate Rld. Co., which was formed by articles of association filed in the office of the secretary of state of the state of Kansas August 7, 1881.

CONSOLIDATION BY PURCHASE.

Conveyance to the Kansas & Colorado Pacific Rly. Co., by deed dated July 1, 1891, of the railroad owned by Fort Scott, Wichita & Western Rly. Co., organized under the general railroad law of Kansas, July 20, 1887.

Date and authority for each consolidation: Date of consolidation, December 27, 1890. For authority for consolidation, see laws of Kansas.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|--|--------------------------|----------------------------|-----------|
| | | | Increase. | Decrease. |
| \$49,030,100 00 | Cost of road | \$49,030,100 00 | | |
| 1 00 | Stocks owned | 1 00 | | |
| 13,433 33 | Cash and current assets | 13,433 33 | | |
| * 1,902,000 00 | Sundries | 1,902,000 00 | | |
| 6,366,679 00 | Profit and loss | 7,830,399 00 | \$1,463,720 00 | |
| \$57,312,213 33 | Grand totals | \$58,775,933 33 | \$1,463,720 00 | |
| | LIABILITIES. | | | |
| \$25,498,100 00 | Capital stock | \$25,498,100 00 | | |
| 23,532,000 00 | Funded debt | 23,532,000 00 | | |
| 6,278,418 34 | Current liabilities | 7,742,138 34 | \$1,463,720 00 | |
| 101,694 99 | Accrued interest on funded debt not yet payable | 101,694 99 | | |
| 1,902,000 00 | Other liabilities | * 1,902,000 00 | | |
| \$57,312,213 33 | Grand totals | \$58,775,933 33 | \$1,463,720 00 | |

* The amount \$1,902,000 represents capital stock of the company held in the treasury for the purpose of retiring the outstanding capital stock of constituent lines when presented for exchange.

Kansas City & Pacific Railway Company.

(Operated by the Missouri, Kansas & Texas Rly. Co.)

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|---------------------|----------------------|-----------------------------|
| Henry W. Poor..... | New York..... | May, 1897. |
| Henry C. Rouse..... | "..... | " 1897. |
| William Dowd..... | "..... | " 1897. |
| Colgate Hoyt..... | "..... | " 1897. |
| A. J. Poor..... | Chapman, Kas..... | " 1897. |
| C. H. Kimball..... | Parsons, Kas..... | " 1897. |
| Lee Clark..... | "..... | " 1897. |

Post-office address of general office, St. Louis, Mo.

Post-office address of operating office, Parsons, Kas.

OFFICERS.

| Title. | Name. | Location of office. |
|--|----------------------|---------------------|
| President..... | Henry W. Poor..... | New York. |
| Vice-President..... | William Dowd..... | " |
| Secretary and Treasurer..... | Chas. G. Hedge..... | " |
| Assistant Secretary and Assistant Treasurer..... | C. E. Spooner..... | Parsons, Kas. |
| General Auditor..... | Geo. J. Pollock..... | St. Louis. |

TERMINAL TABLE.

| Name. | Terminals. | | By what company operated. | Under what kind of contract operated. | Miles. |
|---------------------------|----------------|-------------------|---------------------------|---------------------------------------|--------|
| | From | To | | | |
| Kas. City & Pac. Rly..... | Paola, Kas.... | Stevens, I. T.... | M. K. & T. Rly. Co. | 999-yr. lease. | 130.06 |

EXPLANATION OF CONTRACT OF OPERATION.

Lease dated May 13, 1890, covering its railway of 130.06 miles, together with all buildings, bridges, equipment, etc., now owned or hereafter acquired by the Kansas City & Pacific Rly. Co. for a term of 999 years, to the Missouri, Kansas & Texas Rly. Co., from the 1st day of August, 1890, and the Missouri, Kansas & Texas Rly. Co. paying therefor during the said term in the following manner: The Missouri, Kansas & Texas Rly. Co. to collect all revenue and pay all operating expenses; also guarantees the interest on first-mortgage bonds, amounting to \$100,000 per annum, payable semiannually on February 1 and August 1.

HISTORY.

Date of organization: Chartered July 13, 1886; acquired by purchase, August 1, 1887, the road of the Parsons & Pacific Rld. Co., (chartered December 14, 1885,) extended from Coffeyville, Kas., to Parsons, Kas., a distance of 31.25 miles; extension from Parsons Kas., to Paola, Kas., was completed by this company in the spring of 1889; extension from Coffeyville, Kas., to Stevens, I. T., 5.06 miles, was built during 1891. Leased August 1, 1890, for 999 years, to the Missouri, Kansas & Texas Rly. Co., which company guarantees interest on the bonds.

Organized under the laws of the state of Kansas.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. |
|--------------------------|--------------------|--------------------------|
| \$5,000,000 00 | Cost of road..... | \$5,000,000 00 |
| \$5,000,000 00 | Grand totals..... | \$5,000,000 00 |
| | LIABILITIES. | |
| \$2,500,000 00 | Capital stock..... | \$2,500,000 00. |
| 2,500,000 00 | Funded debt..... | 2,500,000 00 |
| \$5,000,000 00 | Grand totals..... | \$5,000,000 00 |

Kansas City & Southwestern Railroad Company.

(Operated by the St. Louis & San Francisco Rly. Co.)

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|----------------------|----------------------|---|
| H. A. Wurdeman | St. Louis | Term expires on first Wednesday after 1st day of January, 1897. |
| F. H. Bacon | " | |
| L. A. McGirk | " | |
| C. V. Ferguson | Wichita | |
| W. R. Smythe | St. Louis | |
| W. J. Nevens | Winfield | |
| Chas. L. Brown | Wichita | |
| J. J. McCook | New York | |
| D. W. Malcolm | Rolla, Mo | |

Post-office address of general office, Winfield, Kas.
Post-office address of operating office, Neodesha, Kas.

OFFICERS.

| Title. | Name. | Location of office. |
|---|-----------------------|---------------------|
| President | G. A. Wurdeman | St. Louis. |
| Secretary-Treasurer | E. Wilder | Topeka. |
| Assistant-Treasurer and Assistant Secreary. | F. H. Bacon | St. Louis. |
| Auditor | A. Douglas | " |
| Chief Engineer | Chas. I. Brown | " |
| General Superintendent | J. R. Wentworth | " |
| Division Superintendent | A. O'Hara | Neodesha. |
| Superintendent of Telegraph | J. M. Egan | Springfield, Mo. |
| Freight Traffic Manager | G. W. Cale | St. Louis. |
| General Freight Agent | F. D. Russell | " |
| General Passenger Agent | D. Wishart | " |
| General Baggage Agent | W. M. Dyer | Springfield, Mo. |

TERMINAL TABLE.

| Name. | From | To | By what company operated. | Miles. |
|--|----------------|-----------------|----------------------------|--------|
| Kansas City & Southwestern Rld. Co | Beaumont, Ks., | Cale, Kas. | St. Louis & San Francisco. | 61.66 |

Leased to the St. Louis & San Francisco Rly. Co, for 98 years. Lease dated January 1, 1896. Lessee to pay lessor company as rental for first ten years a sum equal to the interest on the first mortgage bonds. After that date 25 per cent. of the gross earnings each year, but never less than the sum required to meet the interest on the first-mortgage bonds outstanding; lessee to pay all taxes and operating expenses. Lessor to pay for all permanent improvements that may be made.

HISTORY.

Date of organization: March 27, 1884.
Organized under the laws of the state of Kansas.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. |
|--------------------------|---------------------------|--------------------------|
| \$2,006,252 91 | Cost of road | \$2,006,252 91 |
| \$2,006,252 91 | Grand totals | \$2,006,252 91 |
| | LIABILITIES. | |
| \$1,238,800 00 | Capital stock | \$1,238,800 00 |
| 744,000 00 | Funded debt | 744,000 00 |
| 23,452 91 | Current liabilities | 23,452 91 |
| \$2,006,252 91 | Grand totals | \$2,006,252 91 |

Kansas City & Southwestern Railway Company.

(The Missouri Pacific Rly. Co. operates the road.)

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|------------------------|------------------------------------|-----------------------------|
| George J. Gould..... | 195 Broadway, New York city... | February, 1897. |
| S. H. H. Clark..... | Sixth and Locust sts., St. Louis.. | " " 1897. |
| C. G. Warner..... | " " " " " " " " " " " " | " " 1897. |
| B. P. Waggener..... | Atchison..... | " " 1897. |
| James W. Orr..... | " " " " " " " " " " " " | " " 1897. |
| C. M. Rathburn..... | " " " " " " " " " " " " | " " 1897. |
| James W. Waggener..... | " " " " " " " " " " " " | " " 1897. |

Post-office address of general office, Kansas City, Kas., and St. Louis, Mo.
Post-office address of operating office, St. Louis, Mo.

OFFICERS.

| Title. | Name. | Location of office. |
|--|----------------------|---------------------|
| President..... | George J. Gould..... | New York city. |
| Vice-President..... | C. G. Warner..... | St. Louis. |
| Secretary..... | F. W. Irland..... | " " |
| Treasurer..... | A. H. Calef..... | New York city. |
| Assistant Secretary and Assistant Treasurer, | J. W. Orr..... | Atchison. |

TERMINAL TABLE.

| Name. | Terminals. | | By what company operated. | Under what kind of contract operated. | Miles |
|-----------------------------|----------------------------|--------------|---------------------------|---------------------------------------|-------|
| | From | To | | | |
| Kansas City & Southw'n Rly. | State line Mo. and Kas.... | Southw'n Jct | Mo. Pac. Rly. Co. | Leased.... | 27.00 |

The Kansas City & Southwestern railway leased to the Kansas City & Southwestern Rly. Co. of Missouri, January 1, 1891, its line of road extending from line between Kansas and Missouri, to Southwestern Junction, a distance of 27 miles, for a term of 25 years, for a consideration of the payment of its fixed charges, together with all taxes, renewals, and expenses of maintenance, etc.

HISTORY.

Date of organization: December 24, 1884.
Incorporated under the general railroad law of the state of Kansas: Compiled Laws of Kansas, 1891 (Dassler's edition), chapter 23, article 2, section 6.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Existing contracts, agreements, etc., with other companies or persons, are included in the Missouri Pacific Rly. Co.'s report.

IMPORTANT CHANGES DURING THE YEAR.

Decrease in mileage, account of track connection changed at Paola, Kas., .53 mile.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|--------------------------|--------------------------|----------------------------|-----------|
| | | | Increase. | Decrease. |
| \$826,000 00 | Cost of road | \$826,000 00 | | |
| 280,500 00 | Profit and loss | 313,500 00 | \$33,000 00 | |
| \$1,106,500 00 | Grand totals..... | \$1,139,500 00 | \$33,000 00 | |
| | LIABILITIES. | | | |
| \$276,000 00 | Capital stock | \$276,000 00 | | |
| 550,000 00 | Funded debt | 550,000 00 | | |
| 280,500 00 | Current liabilities..... | 313,500 00 | \$33,000 00 | |
| \$1,106,500 00 | Grand totals..... | \$1,139,500 00 | \$33,000 00 | |

The Kansas Midland Railway Company.

(Operated by the St. L. & S. F. Rly. Co.)

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|------------------------|----------------------|---|
| G. A. Wurdeman | St. Louis | Term expires first Tuesday after first Monday in January, 1897. |
| I. A. McGirk | " | |
| W. R. Smythe | " | |
| F. H. Bacon | " | |
| C. V. Ferguson | Wichita | |
| R. E. Torrington | " | |
| W. J. Nevens | " | |

Post-office address general office, Topeka Kas.
 Post-office address operating office, Neodesha, Kas.

OFFICERS.

| Title. | Name. | Location of office. |
|---|-----------------------|---------------------|
| President | G. A. Wurdeman | St. Louis. |
| Secretary and Treasurer | E. Wilder | Topeka. |
| Assistant Secretary and Treasurer | F. H. Bacon | St. Louis. |
| Auditor | A. Douglas | " |
| Chief Engineer | Chas. I. Brown | " |
| General Superintendent | J. R. Wentworth | " |
| Division Superintendent | A. O'Hara | Neodesha. |
| Superintendent of Telegraph | J. M. Egan | Springfield, Mo. |
| Freight Traffic Manager | G. W. Cale | St. Louis. |
| General Freight Agent | F. D. Russell | " |
| General Passenger Agent | D. Wishart | " |
| General Baggage Agent | W. M. Dyer | Springfield, Mo. |

TERMINAL TABLE.

| Name. | From | To | Miles. |
|-----------------------------|---------------|-------------------|--------|
| Kansas Midland Rly. Co..... | Wichita | Ellsworth, Kas... | 106.77 |

Leased to the St. Louis & San Francisco Rly. Co., lease dated April 7, 1887. Lessee agrees to operate the road during period to December 1, 1884, and to pay the lessee company a rental of 25 per cent. of the gross earnings, but such rental shall not at any time be less than the interest on the first-mortgage bonds of the lessor company then outstanding. Lessee also agrees to pay all taxes. Lessor to reimburse lessee for all improvements and betterments made to the property.

HISTORY.

Organized February 8, 1886.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. |
|--------------------------|------------------------|--------------------------|
| \$5,500,897 78 | Cost of road..... | \$5,500,897 78 |
| 183,302 22 | Cost of equipment..... | 183,302 22 |
| <u>\$5,684,200 00</u> | Grand totals..... | <u>\$5,684,200 00</u> |
| | LIABILITIES. | |
| \$3,004,200 00 | Capital stock..... | \$3,004,200 00 |
| 2,680,000 00 | Funded debt..... | 2,680,000 00 |
| <u>\$5,684,200 00</u> | Grand totals..... | <u>\$5,684,200 00</u> |

Kansas Southwestern Railway Company.

(Operated by the Missouri Pacific Rly. Co.)

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|----------------------|----------------------|---|
| George C. Smith..... | St. Louis..... | } Hold over until their successors are elected. |
| M. L. Read..... | Winfield, Kas..... | |
| Henry E. Asp..... | " "..... | |
| D. J. Thayer..... | Chariton, Iowa..... | |
| J. J. Burns..... | Chicago..... | |

Past-office address of general office, Belle Plaine, Kas., and St. Louis, Mo.
Post-office address of operating office, St. Louis, Mo.

OFFICERS.

| Title. | Name. | Location of office. |
|---------------------|-------------------|---------------------|
| President..... | J. J. Burns..... | Chicago. |
| Vice-President..... | D. J. Thayer..... | Chariton, Iowa. |
| Secretary..... | W. B. Gray..... | Winfield, Kas. |
| Treasurer..... | E. B. Couch..... | " " |

TERMINAL TABLE.

| Name. | Terminals. | | By what company operated. | Under what kind of contract operated. | Miles of line. |
|---------------------------|---------------------|---------------------------|---------------------------|---------------------------------------|----------------|
| | From | To | | | |
| Kansas Southwestern Rly.. | Olcott Junction ... | Iuka, Kas., end of track. | Mo. Pac. Rly.. | Owned ... | 24.91 |

This company is a proprietary company, and is operated by the Missouri Pacific Rly. Co. by virtue of the ownership of a majority of its capital stock.

HISTORY.

Date of organization: November 26, 1886,
Incorporated under the general railroad law of the state of Kansas: Compiled Laws of Kansas, 1881, (Dassler's edition,) chapter 23, article 2, section 6.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|---------------------------|--------------------------|----------------------------|-----------|
| | | | Increase. | Decrease. |
| \$769,440 00 | Cost of road | \$769,440 00 | | |
| 189,720 00 | Profit and loss | 212,040 00 | \$22,320 00 | |
| <u>\$959,160 00</u> | Grand totals | <u>\$981,480 00</u> | <u>\$22,320 00</u> | |
| | LIABILITIES. | | | |
| \$397,440 00 | Capital stock | \$397,440 00 | | |
| 372,000 00 | Funded debt | 372,000 00 | | |
| 189,720 00 | Current liabilities | 212,040 00 | \$22,320 00 | |
| <u>\$959,160 00</u> | Grand totals | <u>\$981,480 00</u> | <u>\$22,320 00</u> | |

Lawrence & Emporia Railway Company.

(Not operated.)

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|-----------------------|----------------------|---------------------------------|
| Oliver Ames | Boston | } At election of new directors. |
| Edwin F. Atkins | " | |
| S. H. H. Clark* | Omaha | |
| George J. Gould | New York | |
| H. P. Dillon | Topeka | |
| N. H. Loomis | " | |
| A. L. Williams | " | |

* Resigned.

Post-office address of general office, Boston.

OFFICERS.

| Title. | Name. | Location of office. |
|------------------------------|-------------------------|---------------------|
| President | S. H. H. Clark | Omaha, Neb. |
| First Vice-President | Edwin F. Atkins | Boston, Mass. |
| Second Vice-President | Oliver W. Mink | " |
| Secretary | Alex. Millar | " |
| Treasurer | James G. Harris | " |
| General Solicitor | W. R. Kelley | Omaha, Neb. |
| General Counsel | J. F. Dillon | New York city. |
| Comptroller | Oliver W. Mink | Boston, Mass. |
| Auditor | Erastus Young | Omaha, Neb. |
| Assistant Auditor | F. W. Hills | " |
| General Manager | E. Dickinson | " |
| General Superintendent | J. O. Brinkerhoff | Kansas City, Mo. |
| Superintendent | A. T. Palmer | " |

TERMINAL TABLE.

| Name. | From | To | Miles. |
|------------------------------|--------------------|---------------------|--------|
| Lawrence & Emporia Rly | Lawrence, Kas..... | Carbon Hill, Kas... | 30.64 |

This company's railway was abandoned March 22, 1894, since which date the road has not been in operation.

Under an agreement with the Lawrence, Emporia & Southwestern Rly. Co., dated June 18, 1887, this company's road was leased for a term of 99 years, at an annual rental of \$1,000.

The road was operated by the Kansas City, Wyandotte & Northwestern Rld. Co. to March 22, 1894, under an arrangement between that company and the Lawrence, Emporia & Southwestern Rly. Co., since which date the road has not been operated.

HISTORY.

Date of organization: July 19, 1891, under the laws of Kansas. This company is a reorganization of the Lawrence & Southwestern Rld Co., which was organized under the laws of Kansas.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|---------------------------|--------------------------|----------------------------|-----------|
| | | | Increase. | Decrease. |
| \$985,611 11 | Cost of road | \$985,611 11 | | |
| 431,601 50 | Profit and loss | 459,501 50 | \$27,900 00 | |
| \$1,417,212 61 | Grand totals | \$1,445,112 61 | \$27,900 00 | |
| | LIABILITIES. | | | |
| \$465,000 00 | Capital stock | \$465,000 00 | | |
| 465,000 00 | Funded debt | 465,000 00 | | |
| 477,912 61 | Current liabilities | 505,812 61 | \$27,900 00 | |
| 9,300 00 | Accrued interest | 9,300 00 | | |
| \$1,417,212 61 | Grand totals | \$1,445,112 61 | \$27,900 00 | |

The Le Roy & Caney Valley Air Line Railroad.

(Operated by the Missouri Pacific Rly. Co.)

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|-----------------------|-----------------------------------|-----------------------------|
| George J. Gould | 195 Broadway, N. Y..... | June, 1897. |
| S. H. H. Clark | Sixth and Locust sts., St. Louis, | " " 1897. |
| C. G. Warner..... | " " " " " " " " " " " " | " " 1897. |
| J. H. Richards..... | Ft. Scott..... | " " 1897. |
| C. E. Benton..... | " " " " " " " " " " " " | " " 1897. |
| A. H. Webb..... | Wichita..... | " " 1897. |
| W. E. Bondurant..... | " " " " " " " " " " " " | " " 1897. |

Post-office address of general office, Fredonia, Kas., and St. Louis, Mo.
 Post-office address of operating office, St. Louis, Mo.

OFFICERS.

| Title. | Name. | Location of office. |
|--|----------------------|---------------------|
| President..... | George J. Gould..... | New York. |
| Vice-President..... | J. H. Richards..... | Ft. Scott. |
| Secretary..... | F. W. Irland..... | St. Louis. |
| Treasurer..... | A. H. Calif..... | New York. |
| Assistant Secretary and Assistant Treasurer, | J. H. Richards..... | Ft. Scott. |

TERMINAL TABLE.

| Name. | Terminals. | | By what company operated. | Under what kind of contract operated. | Miles of line. |
|----------------|-----------------|--------------------|---------------------------|---------------------------------------|----------------|
| | From | To | | | |
| L.R.&C.V.A.L.. | L.R.&C.V.Jc,Ks. | Peru Jc., Kas..... | TheMo.Pac.Rly.Co. | Leased. ... | 51.78 |

The Le Roy & Caney Valley Air Line railroad leased to the Missouri Pacific Rly. Co., October 31, 1886, for a term of 40 years, for a rental of \$500 per mile per annum, together with all taxes and expenses of maintenance, etc.

HISTORY.

Date of organization: June 10, 1885.

Incorporated under the general railroad law of the state of Kansas: Compiled Laws of Kansas, 1881 (Dassler's edition), chapter 23, article 2, section 6.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. |
|--------------------------|------------------------------|--------------------------|
| \$1,060,000 00 | Cost of road..... | \$1,060,000 00 |
| 13,000 00 | Cash and current assets..... | 13,000 00 |
| \$1,073,000 00 | Grand totals..... | \$1,073,000 00 |
| | LIABILITIES. | |
| \$540,000 00 | Capital stock..... | \$540,000 00 |
| 520,000 00 | Funded debt..... | 520,000 00 |
| 13,000 00 | Current liabilities..... | 13,000 00 |
| \$1,073,000 00 | Grand totals..... | \$1,073,000 00 |

Quincy, Alton & St. Louis Railway Company.

(Operated by the Chicago, Burlington & Quincy Railroad Company.)

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|---------------------|-----------------------|-----------------------------|
| C. E. Perkins | Burlington, Iowa..... | } April 21, 1897. |
| J. C. Peasley | Chicago..... | |
| T. S. Howland | Boston..... | |
| C. I. Sturgis..... | Chicago..... | |
| W. C. Brown | "..... | |
| L. O. Goddard..... | "..... | |
| H. W. Weiss..... | "..... | |
| W. J. Fabion..... | "..... | |
| F. S. Bogg..... | "..... | |

Post-office address general office, No. 209 Adams street, Chicago.

Post-office address operating office, Galesburg, Ill.

OFFICERS.

| Title. | Name. | Location of office. |
|------------------------------|--------------------|---------------------|
| President | L. O. Goddard..... | Chicago. |
| Secretary and Treasurer..... | H. W. Weiss..... | " |

TERMINAL TABLE.

| Name. | Terminals. | | Miles for each road named. | Miles for each class of roads named. |
|-----------------------------------|-------------|-----------------------------|----------------------------|--------------------------------------|
| | From | To | | |
| Quincy, Alton & St. Louis Rly.... | Quincy..... | Louisiana and Hannibal..... | 46.36 | 46.36 |

The Quincy, Alton & St. Louis railway is leased in perpetuity to and operated by the Chicago, Burlington & Quincy Railroad Company under lease dated February 1, 1878, which provides for a fixed annual rental of \$42,000 to be paid semiannually, by taking up and canceling the semiannual maturing warrants attached to 8,400 5-per-cent. bonds of the Quincy, Alton & St. Louis railway.

HISTORY.

Date of organization, June 9, 1869, under the laws of Illinois.
Incorporated March 8, 1867; amended June 19, 1869.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. |
|--------------------------|--------------------|--------------------------|
| \$1,810,100 00 | Cost of road | \$1,810,100 00 |
| \$1,810,100 00 | Grand totals..... | \$1,810,100 00 |
| | LIABILITIES. | |
| \$970,100 00 | Capital stock..... | \$970,100 00 |
| 840,000 00 | Funded debt..... | 840,000 00 |
| \$1,810,100 00 | Grand totals..... | \$1,810,100 00 |

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1896. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|--------------------------|--------------------------|-------------------------------|-----------|
| | | | Increase. | Decrease. |
| \$775,000 00 | Cost of road | \$775,000 00 | ..... | ..... |
| 156,750 00 | Profit and loss..... | 173,250 00 | \$16,500 00 | ..... |
| <u>\$931,750 00</u> | Grand totals..... | <u>\$948,250 00</u> | <u>\$16,500 00</u> | ..... |
| | LIABILITIES. | | | |
| \$500,000 00 | Capital stock..... | \$500,000 00 | ..... | ..... |
| 275,000 00 | Funded debt..... | 275,000 00 | ..... | ..... |
| 156,750 00 | Current liabilities..... | 173,250 00 | \$16,500 00 | ..... |
| <u>\$931,750 00</u> | Grand totals..... | <u>\$948,250 00</u> | <u>\$16,500 00</u> | ..... |

The St. Louis, Kansas & Southwestern Railroad Co.

This road is operated by the St. Louis & San Francisco Rly. Co.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|---------------------|----------------------|--|
| G. A. Hurdeman..... | St. Louis..... | Expires on first Wednesday after first day in January, 1897. |
| C. B. Ferguson..... | Wichita..... | |
| F. H. Bacon..... | St. Louis..... | |
| W. R. Smythe..... | "..... | |
| I. A. McGirk..... | "..... | |
| W. J. Nevins..... | Winfield..... | |
| J. E. Conklin..... | "..... | |
| A. J. Seay..... | Guthrie, O. T..... | |
| J. J. McCook..... | New York..... | |

Post-office address general office, Winfield, Kas.
 Post-office address operating office, Neodesha, Kas.

OFFICERS.

| Title. | Name. | Location of office. |
|--|----------------------|---------------------|
| President..... | G. A. Hurdeman..... | St. Louis. |
| Secretary and Treasurer..... | E. Wilder..... | Topeka. |
| Assistant Secretary and Treasurer..... | F. H. Bacon..... | St. Louis. |
| Auditor..... | A. Douglas..... | " |
| Chief Engineer..... | Chas. I. Brown..... | " |
| General Superintendent..... | J. R. Wentworth..... | " |
| Division Superintendent..... | A. O'Hara..... | Neodesha. |
| Superintendent of Telegraph..... | J. M. Egan..... | Springfield, Mo. |
| Traffic Manager..... | G. W. Cale..... | St. Louis. |
| General Freight Agent..... | F. D. Russell..... | " |
| General Passenger Agent..... | D. Wishart..... | " |
| General Baggage Agent..... | W. M. Dyer..... | Springfield, Mo. |

TERMINAL TABLE.

| Name. | From | To | Miles. |
|---|---------------------|-------------------|--------|
| St. Louis, Kansas & Southwestern Rld. Co. | Cale Junction, Kas. | Anthony, Kas..... | 59.35 |

Leased to the St. Louis & San Francisco Rly. Co. for 99 years. Lease dated September 1, 1886. Lessee to pay lessor company as rental for 10 years a sum equal to the interest on the first-mortgage bonds. After that date 25 per cent. of the gross earnings each year, but never less than the sum required to meet the interest on the first-mortgage bonds outstanding. Lessee to pay all taxes and operating expenses. Lessor company to pay for all permanent improvements that may be made.

HISTORY.

Organized August 27, 1885, under the laws of the state of Kansas under the name of Geuda Springs, Caldwell & Western Rld. Co. On January 7, 1886, name was changed from Geuda Springs, Caldwell & Western Rld. Co. to St. Louis, Kansas & Southwestern Rly. Co.

COMPARATIVE GENERAL BALANCE SHEET.

| June 30, 1895. Total. | ASSETS. | June 30, 1896. Total. | Year ending June 30, 1896. | |
|--------------------------|---------------------------|--------------------------|----------------------------|-----------|
| | | | Increase. | Decrease. |
| \$2,091,248 48 | Cost of road..... | \$2,092,001 46 | \$752 98 | ..... |
| \$2,091,248 48 | Grand totals | \$2,092,001 46 | \$752 98 | ..... |
| | LIABILITIES. | | | |
| \$1,180,000 00 | Capital stock..... | \$1,180,000 00 | ..... | ..... |
| 890,000 00 | Funded debt | 890,000 00 | ..... | ..... |
| 21,248 48 | Current liabilities | 22,001 46 | \$752 98 | |
| \$2,091,248 48 | Grand totals | \$2,092,001 46 | \$752 98 | |

STATISTICAL TABLES.

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 23. Taxes paid in Kansas, by roads reporting.
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NOTE.—In all tables which give information as to both main and subsidiary lines, the main lines are printed flush and the subsidiary lines are indented. A line which is subsidiary to a line which is itself subsidiary, is doubly indented. Lines which although operated independently are considered as parts of systems are also indented under the main line of the system. Operating roads are numbered. Operated roads are without numbers.

TABLE 1.—Mileage of Road Operated, Entire Line.

| ROADS. | Line represented by capital stock. | | | | | | | | | | | | |
|--|------------------------------------|---------------|-------------------------|-----------|---------------|---------------------|-------------------------|-----------|---------------|---------------|--------------------------------|----------|--|
| | Main line. | | | | | Branches and spurs. | | | | | Line of proprietary companies. | | |
| | Single track. | Second track. | Yard-track and sidings. | Total. | Single track. | Second track. | Yard-track and sidings. | Total. | Single track. | Second track. | Yard-track and sidings. | Total. | |
| 1. Atchison, Topeka & Santa Fe..... | 1,595.10 | 16.02 | 448.73 | 2,069.85 | 2,789.16 | ..... | 407.45 | 3,196.61 | 120.56 | ..... | 19.63 | 140.19 | |
| 2. St. Louis & San Francisco..... | 328.28 | ..... | 96.68 | 412.96 | 666.26 | ..... | 89.51 | 755.77 | 53.31 | ..... | 21.22 | 74.53 | |
| 3. Chicago, Burlington & Quincy..... | 830.81 | 323.51 | 521.83 | 1,676.15 | 4,832.52 | 1.60 | 652.23 | 5,486.38 | ..... | ..... | ..... | ..... |  |
| 4. Chicago Great Western..... | 712.84 | 4.40 | 129.57 | 846.81 | 1,331.64 | ..... | 9.19 | 1,440.83 | ..... | ..... | ..... | ..... |  |
| 5. Chicago, Rock Island & Pacific..... | 499.62 | 195.96 | 277.96 | 973.54 | 2,361.08 | 15.57 | 367.83 | 2,764.48 | ..... | ..... | ..... | ..... |  |
| 6. Hutchinson & Southern..... | 82.20 | ..... | 5.10 | 87.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 7. Kansas City Belt..... | 10.00 | 38.17 | 21.31 | 69.48 | 223.74 | ..... | 79.87 | 303.61 | ..... | ..... | ..... | ..... |  |
| 8. Kansas City, Fort Scott & Memphis..... | 484.53 | 8.83 | 149.05 | 642.41 | 8.41 | ..... | ..... | 8.63 | ..... | ..... | ..... | ..... |  |
| 9. Kansas City, Clinton & Springfield..... | 151.22 | ..... | 20.88 | 172.10 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 10. Kansas City, Pittsburg & Gulf..... | 391.59 | ..... | 33.81 | 425.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 11. Kansas City Suburban Belt..... | ..... | ..... | ..... | ..... | 1.59 | ..... | ..... | 1.59 | ..... | ..... | ..... | ..... |  |
| Union Terminal..... | 5.18 | ..... | 1.85 | 7.03 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Leavenworth Terminal Ry. & Bridge Co..... | 46.57 | ..... | 3.54 | 50.11 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Leavenworth, Topeka & Southwestern..... | 56.62 | ..... | 3.45 | 60.07 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 13. Manhattan, Alma & Burlingame..... | 1,841.09 | ..... | 288.02 | 2,129.11 | 578.49 | 44 | 136.14 | 715.07 | 1,850.70 | 8.38 | 190.69 | 2,049.77 | |
| 14. Missouri, Kansas & Texas..... | 482.11 | 24.95 | 221.64 | 728.70 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 15. Missouri Pacific..... | 100.00 | 80 | 23.61 | 128.61 | 11.61 | ..... | 3.96 | 15.47 | ..... | ..... | ..... | ..... |  |
| Central Branch Union Pacific..... | 129.89 | ..... | 17.93 | 147.82 | 45.51 | 2.57 | 11.51 | 59.59 | ..... | ..... | ..... | ..... |  |
| 16. Kansas City Northwestern..... | 1,771.08 | 16.62 | 580.17 | 2,373.87 | 17.14 | ..... | 1.64 | 18.78 | ..... | ..... | ..... | ..... |  |
| 17. Union Pacific..... | 70.86 | ..... | 6.67 | 77.53 | 242.66 | ..... | 22.54 | 265.20 | ..... | ..... | ..... | ..... |  |
| 18. Junction City & Fort Kearney..... | 165.35 | ..... | 8.95 | 174.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 19. Kansas Central..... | 239.38 | ..... | 29.45 | 268.83 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 20. Omaha & Republican Valley..... | 251.09 | ..... | 26.45 | 277.51 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 21. St. Joseph & Grand Island..... | 35.47 | ..... | 4.20 | 39.67 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 22. Salina & Southwestern..... | 57.04 | ..... | 17.95 | 74.99 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 23. Solomon..... | 225.35 | ..... | 9.16 | 234.51 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 24. Union Pacific, Lincoln & Colorado..... | 121.65 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 25. Wichita & Western..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 26. Totals..... | 10,694.39 | 599.59 | 2,955.06 | 14,249.04 | 11,929.81 | 20.18 | 1,781.99 | 13,731.98 | 2,024.57 | 8.38 | 231.54 | 2,264.49 | |

1. Includes 30.26 miles third track.

2. Includes 10.59 miles third track.

3. Includes 1.14 miles third track and .37 mile fourth track.

4. Includes 1.42 miles third track.

TABLE 1 —Continued. Mileage of Road Operated, Entire Line.

| Roads. | Line operated under lease. | | | | Line operated under trackage rights. | | | | Total mileage operated. | | | |
|--|----------------------------|---------------|-------------------------|----------|--------------------------------------|---------------|-------------------------|--------|-------------------------|---------------|-------------------------|-----------|
| | Single track. | Second track. | Yard-track and sidings. | Total. | Single track. | Second track. | Yard-track and sidings. | Total. | Single track. | Second track. | Yard-track and sidings. | Total. |
| 1. Atchison, Topeka & Santa Fe..... | 282.32 | ..... | 23.66 | 306.01 | 23.34 | ..... | 13.25 | 36.60 | 4,528.16 | 16.02 | 889.07 | 5,433.25 |
| 2. St. Louis & San Francisco..... | 46.36 | ..... | ..... | 46.36 | 160.79 | ..... | ..... | 160.79 | 5,870.48 | 325.14 | 221.10 | 1,519.27 |
| 3. Chicago, Burlington & Quincy..... | ..... | ..... | ..... | ..... | 83.72 | 10.56 | ..... | 107.63 | 831.20 | 14.96 | 1,174.06 | 7,369.68 |
| 4. Chicago, Great Western..... | ..... | ..... | ..... | ..... | 388.05 | ..... | ..... | 388.05 | 3,571.41 | 211.53 | 1,449.11 | 1,085.27 |
| 5. Chicago, Rock Island & Pacific..... | 352.66 | ..... | 57.17 | 409.83 | ..... | ..... | ..... | ..... | 82.20 | ..... | 702.96 | 4,485.90 |
| 6. Hutchinson & Southern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.00 | 8.47 | 5.10 | 87.30 |
| 7. Kansas City Belt..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 708.27 | ..... | 21.34 | 39.81 |
| 8. Kansas City, Fort Scott & Memphis..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 162.63 | 8.83 | 228.92 | 946.02 |
| 9. Kansas City, Clinton & Springfield..... | 50.99 | ..... | ..... | 54.70 | 23.62 | ..... | ..... | 23.62 | 466.20 | ..... | 21.10 | 183.73 |
| 10. Kansas City, Pittsburg & Gulf..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 37.52 | 503.72 |
| 11. Kansas City Suburban Belt..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6.77 | ..... | ..... | 1.85 |
| Union Terminal..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 12. Leavenworth, Topeka & Bridges Co..... | ..... | ..... | ..... | ..... | 11.20 | ..... | ..... | 11.20 | 57.77 | ..... | ..... | 3.54 |
| 13. Manhattan, Alma & Southwestern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 56.62 | ..... | ..... | 3.45 |
| 14. Missouri, Kansas & Burlington..... | 187.94 | ..... | ..... | 167.94 | 188.18 | ..... | ..... | 188.18 | 2,197.21 | ..... | ..... | 2,485.23 |
| 15. Missouri, Kansas & Texas..... | 224.05 | ..... | ..... | 239.17 | 28.80 | ..... | ..... | 88.80 | 3,164.25 | 333.77 | 573.59 | 3,771.61 |
| 16. Missouri Pacific..... | 288.19 | ..... | 15.12 | 312.40 | ..... | 10.00 | ..... | ..... | 49.82 | ..... | 49.82 | 438.81 |
| 17. Central Branch Union Pacific..... | ..... | ..... | 24.21 | ..... | ..... | ..... | ..... | ..... | 153.48 | ..... | 21.79 | 175.27 |
| 18. Kansas City Northwestern..... | ..... | ..... | ..... | ..... | 12.48 | ..... | ..... | 12.48 | 1,895.95 | 19.19 | 562.69 | 2,447.83 |
| 19. Union Pacific..... | 13.36 | ..... | 1.01 | 14.37 | ..... | ..... | ..... | ..... | 88.00 | ..... | 8.31 | 96.31 |
| 20. Junction City & Fort Kearney..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 165.92 | ..... | 8.85 | 174.87 |
| 21. Omaha Central..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 482.04 | ..... | ..... | 51.99 |
| 22. Omaha & Republican Valley..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 251.06 | ..... | 24.45 | 534.03 |
| 23. St. Joseph & Grand Island..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 35.47 | ..... | 4.20 | 39.67 |
| 24. Salina & Southwestern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 57.04 | ..... | 5.07 | 62.11 |
| 25. Solomon..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 225.35 | ..... | 17.95 | 243.30 |
| 26. Union Pacific, Lincoln & Colorado..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 124.65 | ..... | ..... | 133.81 |
| 27. Wichita & Western..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Totals..... | 1,425.87 | ..... | 124.91 | 1,550.78 | 873.85 | 10.56 | 33.61 | 918.02 | 25,948.49 | 638.71 | 5,127.11 | 32,714.31 |

1. Includes 30.23 miles third track.
 2. Includes 10.99 miles third track.
 3. Includes 1.14 miles third track and .87 mile fourth track.
 4. Includes 1.42 miles third track.

TABLE 1—Concluded. Mileage of Road Operated, Entire Line.

| ROADS. | New line constructed during the year. | | | | | | Rails. | | | | | |
|--|---------------------------------------|---------------|-------------------------|----------|---------------|---------------|-------------------------|--------|---------------|---------------|-------------------------|--------|
| | Iron. | | | Steel. | | | Iron. | | | Steel. | | |
| | Single track. | Second track. | Yard-track and sidings. | Total. | Single track. | Second track. | Yard-track and sidings. | Total. | Single track. | Second track. | Yard-track and sidings. | Total. |
| 1. Atchison, Topeka & Santa Fe | | | | | | | | | | | | |
| 2. St. Louis & San Francisco | | | | | | | | | | | | |
| 3. Chicago, Burlington & Quincy | | | | | | | | | | | | |
| 4. Chicago Great Western | | | | | | | | | | | | |
| 5. Chicago, Rock Island & Pacific | | | | | | | | | | | | |
| 6. Hutchinson & Southern | | | | | | | | | | | | |
| 7. Kansas City Belt | | | | | | | | | | | | |
| 8. Kansas City, Fort Scott & Memphis | | | | | | | | | | | | |
| 9. Kansas City, Clinton & Springfield | | | | | | | | | | | | |
| 10. Kansas City, Pittsburg & Gulf | | | | | | | | | | | | |
| 11. Kansas City Suburban Belt | | | | | | | | | | | | |
| Union Terminal | | | | | | | | | | | | |
| 12. Leavenworth Terminal Rly. & Bridge Co. | | | | | | | | | | | | |
| 13. Manhattan, Topeka & Southwestern | | | | | | | | | | | | |
| 14. Missouri, Alma & Burlingame | | | | | | | | | | | | |
| 15. Missouri Pacific | | | | | | | | | | | | |
| 16. Central Branch, Union Pacific | | | | | | | | | | | | |
| 17. Kansas City Northwestern | | | | | | | | | | | | |
| 18. Union Pacific | | | | | | | | | | | | |
| 19. Junction City & Fort Kearney | | | | | | | | | | | | |
| 20. Kansas Central | | | | | | | | | | | | |
| 21. Omaha & Republican Valley | | | | | | | | | | | | |
| 22. St. Joseph & Grand Island | | | | | | | | | | | | |
| 23. Salina & Southwestern | | | | | | | | | | | | |
| 24. Solomon | | | | | | | | | | | | |
| 25. Union Pacific, Lincoln & Colorado | | | | | | | | | | | | |
| 26. Wichita & Western | | | | | | | | | | | | |
| Totals | 181.43 | 49.06 | 230.49 | 1,926.83 | 2,652.52 | 4,579.35 | 24,147.81 | 628.15 | 2,440.98 | 27,216.94 | | |

1. Includes 30.26 miles third track.

2. Includes 10.39 miles third track.

3. Includes 1.14 mile third track and .87 mile fourth track.

4. Includes 1.42 miles third track.

5. Estimated.

TABLE 1a.—Mileage of Line by States and Territories. Mileage operated by roads making report to Kansas.

| STATES AND TERRITORIES. | Lines represented by capital stock. | | Line of proprietary companies. | Line operated under lease. | New line constructed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | Rails. | |
|-------------------------|-------------------------------------|---------------------|--------------------------------|----------------------------|-----------------------------------|---|--------------------------------------|----------|-----------|
| | Main line. | Branches and spurs. | | | | | | Iron. | Steel. |
| | | | | | | | | | |
| Arkansas..... | 213.56 | 134.83 | 28.02 | 1.82 | | 376.23 | 220.68 | 38.94 | 376.23 |
| Colorado..... | 477.41 | 761.54 | 152.12 | | | 1,391.10 | 68.19 | 121.02 | 1,357.16 |
| Illinois..... | 913.31 | 967.83 | | 63.06 | | 1,974.20 | | 2.01 | 1,853.18 |
| Indian Territory..... | 310.68 | 284.04 | | 16.28 | 91.84 | 640.98 | | 310.50 | 638.97 |
| Iowa..... | 963.58 | 1,106.92 | | 50.96 | | 2,406.46 | 51.48 | 825.11 | 2,065.96 |
| Kansas..... | 2,750.53 | 3,759.71 | 1,499.69 | 862.97 | .46 | 8,812.90 | 167.80 | | 7,987.79 |
| Louisiana..... | 41.50 | | | | 44.50 | 44.50 | | 4.00 | 44.50 |
| Minnesota..... | 110.65 | 31.40 | | | | 142.05 | 10.56 | | 138.06 |
| Missouri..... | 1,859.79 | 1,105.93 | 90.38 | 168.16 | 4.76 | 3,214.26 | 268.48 | 132.50 | 3,081.76 |
| Montana..... | | 101.74 | | | | 101.74 | | | 101.74 |
| Nebraska..... | 1,042.22 | 2,674.98 | 128.99 | | | 3,846.19 | 12.86 | 378.46 | 3,467.73 |
| New Mexico..... | 485.61 | 179.51 | | | | 665.12 | | 66.90 | 598.22 |
| Oklahoma Territory..... | | 351.37 | | | | 351.37 | | | 351.37 |
| South Dakota..... | | 200.53 | | | | 200.53 | | | 200.53 |
| Tennessee..... | 1.91 | | | | | 1.91 | | | 1.91 |
| Texas..... | 890.89 | | | | 39.87 | 1,052.54 | 121.18 | 37.69 | 1,014.85 |
| Utah..... | 70.17 | | | | | 70.17 | | | 70.17 |
| Wyoming..... | 499.55 | 269.48 | | | | 782.39 | | 14.70 | 767.69 |
| Totals..... | 10,694.39 | 11,929.81 | 2,021.57 | 1,425.87 | 181.43 | 26,074.64 | 873.95 | 1,926.83 | 24,147.81 |

TABLE 1b.—Mileage Operated in Kansas.

| ROADS. | Line represented by capital stock. | | Line of pro- prietary com- panies. | Line operated under lease. | New line con- structed during year. | Total mileage, excluding trackage rights. | Line operated under trackage rights. | Total operated, single track. | Rails. | |
|---|------------------------------------|---------------------|------------------------------------|----------------------------|-------------------------------------|---|--------------------------------------|-------------------------------|--------|----------|
| | Main line. | Branches and spurs. | | | | | | | Iron. | Steel. |
| 1. Atchison, Topeka & Santa Fe..... | 484.80 | 1,954.06 | | | | 2,438.86 | | 2,438.86 | 230.45 | 2,208.41 |
| 2. St. Louis & San Francisco..... | | 186.61 | 10.48 | 227.98 | | 435.07 | | 435.07 | 1.67 | 433.40 |
| 3. Chicago, Burlington & Quincy..... | | 289.62 | | | | 289.62 | | 289.62 | 4.72 | 284.90 |
| 4. Chicago, Great Western..... | | | | | | | 32.91 | 32.91 | | |
| 5. Chicago, Rock Island & Pacific..... | | 1,057.45 | | | | 1,057.45 | 66.85 | 1,124.30 | | 1,057.45 |
| 6. Hutchinson & Southern..... | 82.20 | | | | | 82.20 | | 82.20 | | 82.20 |
| 7. Kansas City Belt..... | 2.97 | | | | | 2.97 | | 2.97 | | 2.97 |
| 8. Kansas City, Fort Scott & Memphis..... | 114.08 | | | | | 256.94 | | 256.94 | 18.80 | 238.14 |
| 9. Kansas City, Clinton & Springfield..... | 11.62 | 142.91 | | | | 11.62 | | 11.62 | | 11.62 |
| 10. Kansas City, Pittsburg & Gulf..... | 18.38 | | | | | 18.38 | | 18.38 | | 18.38 |
| 11. Kansas City Suburban Belt..... | | | | | .46 | | | 6.77 | | 6.77 |
| Leavenworth Terminal Rly. & Bridges Co. | 5.18 | 1.59 | | | | | | | | |
| 12. Leavenworth, Topeka & Southwestern..... | 46.57 | | | | | 46.57 | 11.20 | 57.77 | 45.31 | 1.26 |
| 13. Manhattan, Alma & Burlingame..... | 56.62 | | | | | 56.62 | | 56.62 | 62.04 | 4.58 |
| 14. Missouri, Kansas & Texas..... | 274.71 | | | 127.40 | | 402.11 | 41.90 | 444.01 | | 402.11 |
| 15. Missouri, Pacific..... | 94.50 | 82.76 | 1,480.21 | 159.40 | | 1,825.87 | 1.88 | 1,827.76 | 42.74 | 1,783.13 |
| 16. Central Branch Union Pacific..... | 100.00 | | | 288.19 | | 388.19 | | 388.19 | 174.83 | 213.36 |
| 17. Kansas City Northwestern..... | 129.39 | | | | | 141.00 | 12.48 | 153.48 | | 141.00 |
| 18. Union Pacific..... | 444.87 | 11.61 | | | | 490.83 | | 490.83 | 3.03 | 477.80 |
| 19. Junction City & Ft. Kearney..... | 70.86 | 35.96 | | | | 88.00 | | 88.00 | 12.83 | 75.17 |
| 20. Kansas Central..... | 165.35 | 17.14 | | | | 165.35 | .57 | 165.92 | 117.02 | 48.93 |
| 21. Omaha & Republican Valley..... | 67.60 | | | | | 67.60 | | 67.60 | 7.49 | 60.11 |
| 22. St. Joseph & Grand Island..... | 138.37 | | | | | 138.37 | | 138.37 | | 138.37 |
| 23. Salina & Southwestern..... | 35.47 | | | | | 35.47 | | 35.47 | | 35.47 |
| 24. Solomon..... | 57.04 | | | | | 57.04 | | 57.04 | | 57.04 |
| 25. Union Pacific, Lincoln & Colorado..... | 225.35 | | | | | 225.35 | | 225.35 | | 225.35 |
| 26. Wichita & Western..... | 124.65 | | | | | 124.65 | | 124.65 | | 124.65 |
| Totals..... | 2,750.53 | 3,769.71 | 1,499.69 | 802.97 | .46 | 8,812.90 | 167.80 | 8,980.70 | 825.11 | 7,987.79 |

TABLE 1c.—Mileage Owned in Kansas.

| ROADS. | Line represented by capital stock. | | New line constructed during year. | Total mileage owned, single track. | Rails. | |
|---|------------------------------------|---------------------|-----------------------------------|------------------------------------|--------|----------|
| | Main line. | Branches and spurs. | | | Iron. | Steel. |
| | | | | | | |
| 1. Atchison, Topeka, & Santa Fe..... | 484.80 | 1,989.49 | | 2,474.29 | 230.45 | 2,243.84 |
| 2. St. Louis & San Francisco..... | | 196.61 | | 196.61 | .28 | 196.33 |
| E. Smith & Van Buren Bridge Co. | | | | | | |
| Kansas City & Southwestern..... | 61.86 | | | 61.86 | | 61.86 |
| Kansas Midland..... | 106.77 | | | 106.77 | | 106.77 |
| Pittsburg & Columbus..... | | 10.48 | | 10.48 | | 10.48 |
| St. Louis, Kansas & Southwestern..... | 69.35 | | | 69.35 | | 69.35 |
| St. Louis, Salem & Arkansas..... | | | | | | |
| 3. Chicago, Burlington & Quincy..... | | 259.62 | | 259.62 | 4.72 | 254.90 |
| Quincy, Alton & St. Louis..... | | | | | | |
| 4. Chicago Great Western..... | | | | | | |
| 5. Chicago, Rock Island & Pacific..... | | 1,057.45 | | 1,057.45 | | 1,057.45 |
| Des Moines & Fort Dodge..... | | | | | | |
| Keokuk & Des Moines..... | | | | | | |
| Peoria & Bureau Valley..... | | | | | | |
| 6. Hutchinson & Southern..... | 82.20 | | | 82.20 | | 82.20 |
| 7. Kansas City Belt..... | 2.97 | | | 2.97 | | 2.97 |
| 8. Kansas City, Fort Scott & Memphis..... | 114.03 | | | 114.03 | | 114.03 |
| 9. Kansas City, Clinton & Springfield..... | 11.62 | 142.91 | | 256.94 | 18.80 | 238.14 |
| 10. Kansas City, Pittsburg & Gulf..... | 18.38 | | | 18.38 | | 18.38 |
| 11. Kansas City, Suburban Belt..... | | | | | | |
| Union Terminal..... | 5.18 | 1.59 | .46 | 6.77 | | 6.77 |
| Leavenworth Terminal, Rly. & Bridge Co..... | | | | | | |
| 12. Leavenworth, Topeka & Southwestern..... | 46.57 | | | 46.57 | 45.31 | 1.26 |
| 13. Manhattan, Alma & Burlingame..... | 56.62 | | | 56.62 | 62.04 | 4.58 |
| 14. Missouri, Kansas & Texas..... | 274.71 | | | 274.71 | | 274.71 |
| Denison & Washita Valley..... | | | | | | |
| Kansas City & Pacific..... | 127.40 | | | 127.40 | | 127.40 |
| Missouri, Kansas & Eastern..... | | | | | | |
| Wichita Falls..... | | | | | | |
| 15. Missouri Pacific..... | 94.50 | 82.76 | | 177.26 | | 177.26 |
| Boonville, St. Louis & Southern..... | 35.73 | | | 35.73 | | 35.73 |
| Fort Scott Central..... | 14.16 | | | 14.16 | | 14.16 |
| Joplin & Westport..... | | | | | | |
| Kansas City & Southern Central..... | 27.00 | | | 27.00 | | 27.00 |
| Kansas City & Southwestern of Missouri..... | | | | | | |
| Kansas City & Southwestern..... | 1,421.48 | 12.41 | | 1,433.89 | | 1,433.89 |
| Kansas & Colorado Pacific..... | | | | | | |
| Pueblo & State Line..... | 24.91 | | | 24.91 | | 24.91 |
| Kansas & Midwestern..... | 51.78 | | | 51.78 | | 51.78 |
| Le Roy & Cañey Valley Air Line..... | | | | | | |

| | | | | | | | | | |
|-----|--|----------|----------|----------|----|-----------|--------|--------|----------|
| 16. | Nobraska Southern..... | 41.15 | 41.15 | | | | 41.15 | | |
| | Nevada & Minden..... | | | | | | | | 41.15 |
| | Nevada & Minden Railway of Kansas..... | | | | | | | | |
| | Omaha Belt..... | | | | | | | | |
| | Omaha Southern..... | 1.74 | 1.74 | | | | 1.74 | | 1.74 |
| | Pacific Railway in Nebraska..... | 18.25 | 18.25 | | | | 18.25 | | 18.25 |
| | Rooks County..... | | | | | | | | |
| | St. Louis, Oak Hill & Carondelet..... | | | | | | | | |
| | Central Branch, Union Pacific..... | 100.00 | 100.00 | | | | 100.00 | | 100.00 |
| | Atchison, Colorado & Pacific..... | 254.79 | 254.79 | | | | 254.79 | | 254.79 |
| | Kansas City Northwestern..... | 33.40 | 33.40 | | | | 33.40 | | 33.40 |
| | Union Pacific..... | 129.39 | 141.00 | | | | 141.00 | | 141.00 |
| | Junction City & Fort Kearney..... | 444.87 | 480.83 | 11.61 | | | 480.83 | 3.08 | 477.80 |
| | Kansas Central..... | 70.86 | 88.00 | 35.96 | | | 88.00 | 12.33 | 75.67 |
| | Lawrence & Emporia..... | 165.35 | 165.35 | 17.14 | | | 165.35 | 117.02 | 48.33 |
| | Omaha & Republican Valley..... | 30.61 | 30.61 | | | | 30.61 | 22.64 | 8.00 |
| | St. Joseph & Grand Island..... | 67.60 | 67.60 | | | | 67.60 | 7.49 | 60.11 |
| | Salina & Southwestern..... | 138.37 | 138.37 | | | | 138.37 | | 138.37 |
| | Solomon..... | 35.47 | 35.47 | | | | 35.47 | 34.41 | 1.06 |
| | Union Pacific, Lincoln & Colorado..... | 57.04 | 57.04 | | | | 57.04 | 54.54 | 2.50 |
| | Wichita & Western..... | 225.35 | 225.35 | | | | 225.35 | 26.03 | 199.32 |
| | Totals..... | 5,061.69 | 5,061.69 | 3,818.03 | 46 | 18,879.72 | 629.09 | | 8,250.63 |

1. To reconcile this total with total mileage operated in Kansas, there must be deducted from this total 35.43 miles of road abandoned by the Atchison, Topeka & Santa Fe; .75 mile of the Leavenworth Terminal Railway & Bridge Co. not operated by that road, and 30.64 miles of Lawrence & Emporia railroad not operated.

TABLE 2.—Capital Stock. All stock is common unless otherwise noted.

| ROADS. | Number shares authorized. | Total par value authorized. | Total amount issued and outstanding. | Mileage for division of capital stock (en-tire line). | Stock per mile. | Mileage in Kansas. | Stock representing road in Kansas. | Amount of stock held in Kansas. | Total number of stockholders. |
|--|---|--|---|--|---|--|--|---------------------------------|------------------------------------|
| 1. Atchison, Topeka & Santa Fe..... | { 1,020,000 1,314,880 355,000 145,000 } | { \$102,000,000 131,488,000 35,500,000 14,500,000 } | { 102,000,000 131,488,000 35,500,000 14,500,000 } | { 8,806.97 1,045.85 } | { \$26,511.50 25,208.71 } | 2,474.29 207.09 | \$95,597,139.83 5,219,436.80 | \$118,900 | 7,066 43 |
| 2. St. Louis & San Francisco Ft. Smith & Van Buren Bridge Co. Kansas City & Southwestern Kansas Midland St. Louis, Kansas & Southwestern St. Louis, Salem & Arkansas Chicago, Burlington & Quincy Quincy, Alton & St. Louis..... | { 50,000 50,000 56,000 820,042 9,703 300,000 400,000 } | { 5,000,000 5,000,000 5,600,000 82,004,200 97,000 30,000,000 40,000,000 } | { 5,000,000 5,000,000 5,600,000 82,004,200 97,000 30,000,000 40,000,000 } | { 34 61.86 108.77 59.35 54.00 5,663.33 46.36 } | { 1,470,588.23 20,025.86 28,137.12 19,882.06 20,370.37 14,479.85 20,925.36 } | 61.86 108.77 59.35 259.62 | 1,238,800.00 3,004,200.00 1,180,000.00 3,759,258.65 | 5,000 | 16 30 20 12,300 |
| 3. Chicago Great Western..... | { 300,000 400,000 } | { 30,000,000 40,000,000 } | { 30,308,551.99 46,155,200.00 } | { 844.48 2,880.70 } | { 60,532.00 16,022.49 } | 1,057.45 | \$16,942,982.05 | 2,900 | 1,446 4,043 |
| 4. Chicago, Rock Island & Pacific Des Moines & Fort Dodge Keokuk & Des Moines Peoria & Bureau Valley Hutchinson & Southern Kansas City Belt..... | { 73,200 25,000 280,000 27,500 25,000 200,000 } | { 7,320,000 2,500,000 28,000,000 2,750,000 2,500,000 20,000,000 } | { 7,320,000 2,500,000 28,000,000 2,750,000 2,500,000 11,891,000 } | { 143.76 162.20 82.20 10.00 708.27 429.88 } | { 35,103.64 25,431.56 32,119.91 12,469.58 10,000.00 17,987.37 } | 82.20 2.87 | 1,025,000.00 29,700.00 | 50,000 | 10 577 |
| 5. Kansas City, Fort Scott & Memphis Kansas City, Clinton & Springfield Kansas City, Pittsburg & Gulf Kansas City Suburban Belt Union Terminal Leavenworth Terminal Rly. & Bridge Co. Leavenworth, Topeka & Southwestern Manhattan, Alma & Burlingame Missouri, Kansas & Texas Denison & Washita Valley Kansas City & Pacific Missouri, Kansas & Eastern Wichita Falls Missouri Pacific Boonville, St. Louis & Southern Fort Scott Central Joplin & Western Kansas City, Kansas Central Kansas City & Southwestern of Missouri | { 20,000 6,000 159,200 130,000 20,000 25,000 560,000 100,000 } | { 2,000,000 600,000 15,920,000 13,000,000 2,000,000 2,500,000 55,000,000 10,000,000 } | { 2,000,000 600,000 15,920,000 13,000,000 2,000,000 2,500,000 47,442,250.00 1,114,800.00 91,800.00 30,000.00 207,000.00 } | { 6.77 1.75 46.57 56.62 21.39 130.08 161.70 17.88 1,080.60 43.95 57.05 4.59 14.16 20.70 } | { 205,431.00 342,857.13 17,661.60 30,124.82 14,259.00 19,221.80 27,529.31 44,732.00 48.05 19,540.75 19,985.42 21,886.60 10,000.00 } | 6.77 46.57 56.62 274.71 127.40 177.26 35.73 14.16 | 2,000,000.00 327,142.85 1,000,000.00 8,275,889.30 | 169,100 | 7 7 943 11 44 1,789 |
| 6. Kansas City, Fort Scott & Memphis Kansas City, Clinton & Springfield Kansas City, Pittsburg & Gulf Kansas City Suburban Belt Union Terminal Leavenworth Terminal Rly. & Bridge Co. Leavenworth, Topeka & Southwestern Manhattan, Alma & Burlingame Missouri, Kansas & Texas Denison & Washita Valley Kansas City & Pacific Missouri, Kansas & Eastern Wichita Falls Missouri Pacific Boonville, St. Louis & Southern Fort Scott Central Joplin & Western Kansas City, Kansas Central Kansas City & Southwestern of Missouri | { 20,000 6,000 159,200 130,000 20,000 25,000 560,000 100,000 } | { 2,000,000 600,000 15,920,000 13,000,000 2,000,000 2,500,000 55,000,000 10,000,000 } | { 2,000,000 600,000 15,920,000 13,000,000 2,000,000 2,500,000 47,442,250.00 1,114,800.00 91,800.00 30,000.00 207,000.00 } | { 6.77 1.75 46.57 56.62 21.39 130.08 161.70 17.88 1,080.60 43.95 57.05 4.59 14.16 20.70 } | { 205,431.00 342,857.13 17,661.60 30,124.82 14,259.00 19,221.80 27,529.31 44,732.00 48.05 19,540.75 19,985.42 21,886.60 10,000.00 } | 6.77 46.57 56.62 274.71 127.40 177.26 35.73 14.16 | 2,000,000.00 327,142.85 1,000,000.00 8,275,889.30 | 169,100 | 7 7 943 11 44 1,789 |

| | | | | | | | | | |
|-----|--|-----------|---------------|------------------|-----------|-------------|----------|------------------|--------|
| 16. | Kansas City & Southwestern..... | 7,000 | 700,000 | 276,000 00 | 27 00 | 10,222 00 | 27.00 | 276,000 00 | 11 |
| | Kansas & Colorado Pacific..... | 270,000 | 27,000,000 | 25,488,100 00 | 1,449 60 | 17,591 00 | 1,438.89 | 25,223,558 99 | 166 |
| | Pueblo & State Line..... | ..... | ..... | 1,350,000 00 | 152 12 | 10,189 32 | ..... | ..... | ..... |
| | Kansas Southwestern..... | 126,000 | 12,600,000 | 397,440 00 | 24 91 | 15,935 00 | 21.91 | 397,440 00 | 6 |
| | Le Roy & Caney Valley Air Line..... | 10,000 | 1,000,000 | 540,000 00 | 57 78 | 10,429 00 | 51.78 | 540,000 00 | 7 |
| | Nebraska Southern..... | ..... | ..... | 241,800 00 | 16 12 | 15,000 00 | ..... | ..... | ..... |
| | Nevada & Minden..... | ..... | ..... | 450,000 00 | 82 56 | 13,821 00 | ..... | ..... | ..... |
| | Nevada & Minden Railway of Kansas..... | ..... | ..... | 675,000 00 | 41 15 | 16,403 00 | 41.15 | 675,000 00 | ..... |
| | Omaha Belt..... | ..... | ..... | 800,000 00 | 16 17 | 49,474 00 | ..... | ..... | ..... |
| | Omaha Southern..... | ..... | ..... | 382,300 00 | 25 44 | 15,027 51 | ..... | ..... | ..... |
| | Pacific Railway in Nebraska..... | ..... | ..... | 1,085,800 00 | 73 00 | 15,010 95 | 1.74 | 26,119 05 | ..... |
| | Rooks County..... | 5,000 | 500,000 | 500,000 00 | 18 25 | 27,397 00 | 18.25 | 500,000 00 | 8 |
| | St. Louis, Oak Hill & Carondelet..... | ..... | ..... | 400,000 00 | 6 30 | 63,492 07 | ..... | ..... | ..... |
| | Central Branch Union Pacific..... | 10,000 | 1,000,000 | 1,000,000 00 | 100 00 | 10,000 00 | 100.00 | 1,000,000 00 | 300 |
| | Atchison, Colorado & Pacific..... | 80,000 | 8,000,000 | 1,522,400 00 | 254 79 | 5,975 12 | 251.79 | 1,522,400 00 | 99,000 |
| | Atchison, Jewell County & Western..... | 4,000 | 400,000 | 272,400 00 | 33 40 | 6,059 88 | 33.40 | 272,400 00 | 62 |
|  | ..... | 35,000 | 3,500,000 | 3,500,000 00 | 38 40 | 24,822 70 | 141.00 | 3,500,000 00 | 55,000 |
|  | ..... | 610,000 | 61,000,000 | 60,868,500 00 | 141 00 | 33,268 20 | 480.83 | 15,896,348 60 | 400 |
| 17. | Union Pacific..... | 20,000 | 2,000,000 | 1,056,100 00 | 1,829 63 | 12,001 13 | 88.00 | 1,056,100 00 | 1,187 |
| 18. | Junction City & Fort Kearney..... | 67,500 | 6,750,000 | 1,348,000 00 | 88 00 | 8,152 40 | 165.35 | 1,348,000 00 | 19 |
| 19. | Kansas Central..... | 10,000 | 1,000,000 | 465,000 00 | 30 64 | 15,176 24 | 30.64 | 465,000 00 | 10 |
| 20. | Lawrence & Emporia..... | 25,038 | 2,503,800 | 2,420,550 00 | 482 04 | 5,021 47 | 67.60 | 2,420,550 00 | 8 |
| 21. | Omaha & Republican Valley..... | 46,000 | 4,600,000 | 4,600,000 00 | 251 06 | 18,322 31 | 188.37 | 4,600,000 00 | 10 |
| 22. | St. Joseph & Grand Island..... | 17,500 | 1,750,000 | 288,400 00 | 35 47 | 8,130 82 | 35.47 | 288,400 00 | 8 |
| 23. | Salina & Southwestern..... | 40,000 | 4,000,000 | 1,108,850 00 | 57 04 | 19,439 87 | 35.47 | 1,108,850 00 | 183 |
| 24. | Solomon..... | 275,000 | 27,500,000 | 2,309,800 00 | 225 35 | 10,249 83 | 225.35 | 2,309,800 00 | 9 |
| 25. | Union Pacific, Lincoln & Colorado..... | 85,200 | 8,520,000 | 1,035,000 00 | 124 65 | 8,303 25 | 124.65 | 1,035,000 00 | 8 |
| 26. | Wichita & Western..... | 8,886,741 | \$888,674,100 | \$719,080,796 99 | 30,553 20 | \$23,401 44 | 8,879.72 | \$186,497,372 11 | 17 |
| | Totals..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 30,741 |

1. Preferred stock.

2. Computed in this office upon a pro rata mileage basis, so far as relates to interstate roads, except in a few cases where the estimate is made by the roads reporting. The roads report generally that no proper division can be made. The averages per mile of stock debt and current liabilities, etc. given are arrived at by using as the divisor the actual mileage represented by the different items.

3. Fractional scrip.

4. These amounts contain 56,700 shares M. K. & T. Railway of Texas; par value, \$3,670,000; issued and outstanding, \$2,012,500; also, 10,000 shares Boonville Railroad Bridge Company; par value, \$1,000,000; issued and outstanding, \$1,000,000.

TABLE 2 — Concluded. All stock is common unless otherwise noted.

| ROADS. | Manner of payment of capital stock. | | | | | Number shares issued during year. | Cash realized on amount issued during year. |
|---|-------------------------------------|---------------------------|-----------------------------|-----------------------------|----------------------|-----------------------------------|---|
| | Issued for cash. Shares. | For construction. Shares. | For reorganization. Shares. | For other purposes. Shares. | Total cash realized. | | |
| 1. Atchison, Topeka & Santa Fe..... | 20 | | { 1,019,980 | | \$2,000 00 | 20 | \$2,000 00 |
| 2. St. Louis & San Francisco..... | { 2,000 | { 14,543 | { 1,334,860 | | 606,091 88 | | |
| Ft. Smith & Van Buren Bridge Co. | { 6,956 | | { 102,080 | | | | |
| Kansas City & Southwestern..... | | | { 138,044 | | | | |
| Kansas Midland..... | | | \$12,388 | | | | |
| St. Louis, Kansas & Southwestern..... | | | 740,042 | | | | |
| St. Louis, Salem & Arkansas..... | | | \$11,800 | | | | |
| 3. Chicago, Burlington & Quincy..... | | | | | | | |
| Quincy, Alton & St. Louis..... | 9,701 | | | | \$487,067 | 2,154 | 176,794 44 |
| 4. Chicago Great Western..... | 24,108 | | | | 3,256,198 77 | | |
| 5. Chicago, Rock Island & Pacific..... | 41,960 | | 419,600 | | 46,156,000 00 | | |
| Des Moines & Fort Dodge..... | | | | | | | |
| Keokuk & Des Moines..... | | | | | | | |
| Peoria & Bureau Valley..... | | | | | | | |
| 6. Hutchinson & Southern..... | | | | | | | |
| 7. Kansas City Belt..... | 1,000 | | | | 100,000 00 | | |
| 8. Kansas City, Fort Scott & Memphis..... | | | | | 127,470 | | |
| 9. Kansas City, Clinton & Springfield..... | 17,754 | | | | 1,775,400 00 | | |
| 10. Kansas City, Pittsburg & Gulf..... | | | | | | | |
| 11. Kansas City, Suburban Belt..... | | | | | | | |
| Union Terminal..... | | 120,000 | | | | | |
| 12. Leavenworth Terminal, Rly. & Bridge Co..... | | | | | | | |
| 13. Leavenworth, Topeka & Southwestern..... | | | | | | | |
| 14. Manhattan, Almas & Burlingame..... | | 8,373 | | | 131,637 | | |
| Missouri, Kansas & Texas..... | | 30,725 | | | 1,541,500 | 54,500 | |
| Denison & Washita Valley..... | | 2,424 | 600,000 | | 305,000 00 | | |
| Kansas City & Pacific..... | 628 | | | | | | |
| Missouri, Kansas & Eastern..... | | | | | | | |
| Wichita Falls..... | | | | | | | |
| 15. Missouri Pacific..... | 274,276 | | | | 120,014,650 | | |
| Boonville, St. Louis & Southern..... | | | | | 27,427,600 00 | | |
| Fort Scott Central..... | | | | | | | |
| Joplin & Western..... | | | | | | | |
| Kansas City & Southern Central..... | 3,000 | | | | 300,000 00 | | |
| Kansas City & Southwestern of Missouri..... | | | | | | | |
| Kansas City & Southwestern..... | 2,760 | | | | 276,000 00 | | |
| Kansas Colorado Pacific..... | | | | | | | |
| Pueblo & State Line..... | | | | | | | |
| Kansas Southwestern..... | 3,974 | | | | 397,440 00 | | |

| | | | | | |
|--|---------|-----------|--|---------------|--------------|
| Le Roy & Caney Valley Air Line..... | 5,400 | | | 540,000 00 | |
| Nebraska Southern..... | | | | | |
| Nevada & Minden..... | | | | | |
| Nevada & Minden Railway of Kansas..... | | | | | |
| Omaha Belt..... | | | | | |
| Omaha Southern..... | | | | | |
| Pacific Railway in Nebraska..... | 5,000 | | | 500,000 00 | |
| Rooks County..... | | | | | |
| St. Louis, Oak Hill & Carondelet..... | 10,000 | | | | |
| Central Branch Union Pacific..... | 2,024 | | | | |
| Atchison, Colorado & Pacific..... | | | | | |
| 16. Kansas City Northwestern..... | | | | | |
| 17. Union Pacific..... | 101,062 | | | | |
| 18. Junction City & Fort Kearney..... | 10,561 | | | | |
| 19. Lawrence & Emporia..... | 8,440 | | | | |
| 20. Omaha & Republican Valley..... | 4,650 | 195,040 | | 60,988,500 00 | |
| 21. St. Joseph & Grand Island..... | 735 | | | | |
| 22. Salina & Southwestern..... | | | | | |
| 23. Solomon..... | 467 | 146,000 | | | |
| 24. Union Pacific, Lincoln & Colorado..... | 22,177 | 2,417 | | | |
| 25. Wichita & Western..... | 7,350 | 14,348 | | | |
| 26. Totals..... | 479,464 | 3,662,339 | | 31,537,592 | \$175,794 44 |

16. Issued in exchange for capital stock Ft. S. W. & W. railway, 70,000 shares and for the purpose of complying with the terms of the articles of consolidation, 134,981 shares.

17. Issued for purchase of property and franchises of the K. C. W. & N. W. railroad from purchasing trustees.

18. Issued for consolidation. Union Pacific Railway Company, \$33,762,300; Kansas Pacific Railroad Company, \$10,000,000; Denver Pacific Railway and Telegraph Company, \$4,000,000.

19. Issued to pay in part for road built prior to reorganization.

20. Issued for consolidation. Includes \$19,526.23, stock of constituent companies not yet presented for exchange.

21. "Or to be" issued for reorganization.

22. Issued for floating debt.

23. Issued for consolidation. One share for each share of stock of consolidating companies.

24. 1,707 shares issued for constituent companies, and 13,317 for consolidation.

1. Preferred stock.

4. Issued for the purchase of the property of the A. T. & S. F. Rld. Co.

5. Issued to contractors as part payment for road.

6. Issued for cash on construction. Road reports that records were destroyed in the Chicago fire, and exact information is unobtainable.

7. Issued under construction contract.

8. Issued for securities for C. St. P. & K. C. Rly. Co. Cash realized on issue, \$1,301,615.

10. \$25,000 per mile issued on construction contract.

11. 45,000 shares issued for the purchase of the M. K. & E. Rly., 3,500 shares for the L. L. & K. C. Rly., and 6,000 shares for the purchase of the S. W. Mineral Rly.

12. Issued for consolidation.

13. Issued for local aid. Subscribed for by counties and townships, and paid for in their bonds for same amount.

15. Issued for capital stock St. Louis, Iron Mountain & Southern railway, exchanged; issued one share capital stock with each collateral bond as a bonus; 7,000 bonds sold.

| | | | | | | | | | |
|-----|-----------------------------------|------------------|------------------|------------------|-----------------|-----------|------------|------------------|------------|
| 16. | Nevada & Minden Ry. of Kansas | 382,000 00 | 25.44 | 15,075.72 | 25.44 | 15,015.72 | 15,015.72 | 28,100.00 | 15,000.00 |
| | Nevada & Minden Ry. of Kansas | 1,095,000 00 | 73.00 | 15,000.00 | 73.00 | 24,961.15 | 24,961.15 | 448,250.00 | 15,000.00 |
| | Omaha Southern | 275,000 00 | 18.25 | 63,492.06 | 6.30 | 9,468.15 | 63,492.06 | 8,292,399.17 | 63,492.06 |
| | Pacific Railway in Nebraska | 400,000 00 | 100.00 | 59,631.10 | 2,339.289 12 | 23,392.89 | 59,631.10 | 4,745,255.00 | 59,631.10 |
| | St. Louis, Oak Hill & Carondelet | 1,600,000 00 | 254.79 | 15,973.94 | 673,253.00 | 2,650.24 | 18,624.18 | 631,820.00 | 18,624.18 |
| | Central Branch Union Pacific | 4,070,000 00 | 33.40 | 16,227.64 | 89,820.00 | 2,669.22 | 18,916.76 | 36,857,590.90 | 18,916.76 |
| | Atchison, Colorado & Pacific | 542,000 00 | 141.00 | 6,636.02 | 194,132.40 | 1,376.82 | 8,012.84 | 36,857,590.90 | 8,012.84 |
| | Atchison, Jewell Co. & Western | 55,964,385 00 | 1,829.63 | 73,096.44 | 6,592,211.29 | 1,829.63 | 76,654.10 | 2,362,022.31 | 76,654.10 |
| | Kansas City Northwestern | 1,141,000 00 | 88.00 | 12,965.91 | 1,221,022.31 | 88.00 | 26,841.16 | 3,608,964.76 | 26,841.16 |
| | Union Pacific & Fort Kearney | 1,346,000 00 | 165.35 | 8,140.31 | 2,292,964.76 | 165.35 | 13,665.91 | 31,664.45 | 13,665.91 |
| | Kansas Central | 465,000 00 | 30.64 | 15,176.24 | 505,312.61 | 30.64 | 16,506.24 | 1,440,618.96 | 16,506.24 |
| | Lawrence & Emporia | 5,941,000 00 | 482.04 | 12,324.70 | 4,331,724.39 | 482.04 | 5,223.21 | 39,961.54 | 5,223.21 |
| | Omaha & Republican Valley | 7,019,126 57 | 251.06 | 34,738.93 | 1,311,338.72 | 251.06 | 5,370.08 | 13,750.67 | 5,370.08 |
| | St. Joseph & Grand Island | 540,000 00 | 35.47 | 15,224.13 | 373,058.61 | 35.47 | 10,517.58 | 22,483.76 | 10,517.58 |
| | Salina & Southwestern | 575,000 00 | 225.35 | 10,060.64 | 211,620.00 | 57.04 | 3,047.33 | 796,620.00 | 3,047.33 |
| | Solomon | 4,360,000 00 | 124.65 | 14,015.24 | 1,152,498.49 | 124.65 | 9,245.86 | 2,899,496.49 | 9,245.86 |
| | Union Pacific, Lincoln & Colorado | 1,747,000 00 | 28,128.96 | \$28,213.69 | \$54,381,812.72 | 28,128.96 | \$2,018.60 | \$251,443,079.74 | \$2,018.60 |
| | Wichita & Western | \$573,417,861.57 | \$783,603,905.67 | \$250,196,044.10 | | | | | |
| | Totals..... | | | | | | | | |

1. This item is for income bonds.

2. These bonds, amounting to \$1,025,000, are deposited with the Union Pacific Railway Company as collateral for loan of \$68,500.

3. Compiled in this office on a pro rata mileage basis.

4. Includes equipment-trust obligations amounting to \$1,207,404.51.

5. Includes income bonds amounting to \$84,500.

TABLE 4.—Current Assets and Liabilities. Cash and current assets available for payment of current liabilities.

| ROADS. | Cash. | Bills receivable. | Due from agents. | Net traffic balances due from other companies. | Due from solvent companies and individuals. | Other cash assets (excluding material and supplies). | Balance current liabilities. | Total. |
|--|----------------|-------------------|------------------|--|---|--|------------------------------|-----------------|
| 1. Atchison, Topeka & Santa Fe. | \$736,490 53 | \$29,577 95 | \$164,905 67 | \$35,716 10 | \$1,193,193 47 | \$12,170 57 | \$135,126 64 | \$2,259,134 26 |
| 2. St. Louis & San Francisco | 186,353 36 | 7,035 23 | 108,630 25 | | 189,377 87 | | 4,883,028 43 | 5,404,311 91 |
| Kansas City & Southwestern | | | | | | | 23,452 91 | 23,452 91 |
| St. Louis, Kansas & Southwestern | | | | | | | 22,001 46 | 22,001 46 |
| 3. Chicago, Burlington & Quincy | 2,205,611 12 | 1,839,318 63 | 16,755 10 | 1,565,102 11 | 181,157 36 | 14,299 86 | 1,364,002 63 | 5,641,095 52 |
| 4. Chicago Great Western | 472,599 31 | 60,000 00 | 103,616 09 | 211,441 33 | | 49,628 56 | 2,261,287 92 | 2,261,287 92 |
| 5. Chicago, Rock Island & Pacific | 1,509,585 08 | 219,966 00 | 365,082 95 | 43,576 63 | | | 2,319,368 02 | 2,319,368 02 |
| 6. Hutchinson & Southern. | 248 94 | | 1,337 59 | | | | | 802,442 71 |
| 7. Kansas City Belt. | 8,778 80 | 1,257 74 | 60,709 62 | 33,905 02 | | | 787,827 56 | 104,661 18 |
| 8. Kansas City, Fort Scott & Memphis. | 127,642 20 | 363,040 00 | 109,765 87 | 6,395 49 | 288,063 29 | 42,483 14 | 361,639 61 | 1,522,984 11 |
| 9. Kansas City, Clinton & Springfield. | 19,074 10 | 5,548 28 | 5,068 34 | | 11,829 08 | 5,743 39 | 336,151 70 | 449,811 38 |
| 10. Kansas City, Pittsburg & Gulf. | 18,156 37 | | 15,789 68 | 46,756 94 | 4,717 61 | 7,102 20 | 24,009 93 | 116,532 73 |
| 11. Kansas City Suburban Belt. | | | | | | | | |
| Union Terminal. | | | | | 488 83 | | 14,235 18 | 39,150 00 |
| 12. Leavenworth Terminal Rly. & Bridge Co. | 24,455 99 | | | | | | | |
| 13. Leavenworth, Topeka & Southwestern. | 1,305 82 | | 185 45 | | 1,299 57 | | 286,679 14 | 289,470 28 |
| 14. Manhattan, Alma & Burlingame | 873,096 90 | | 203,455 70 | 25,403 72 | 218,227 72 | | | 1,290,184 04 |
| 15. Missouri Pacific. | 523,967 20 | 9,440 53 | 151,624 68 | 2,790,350 02 | | 4,027,241 93 | | 7,302,624 36 |
| Kanopolis & Kansas Central. | | | | | | | 121,500 00 | 121,500 00 |
| Kansas City & Southwestern. | | | | | | | 313,500 00 | 313,500 00 |
| Kansas & Colorado Pacific. | | | | | 13,433 33 | | 7,742,138 34 | 7,742,138 34 |
| Kansas Southwestern. | | | | | | | 212,040 00 | 212,040 00 |
| Le Roy & Caney Valley Air Line. | | | | | 13,000 00 | | 13,000 00 | 13,000 00 |
| Rooks County. | | | | | | | 178,250 70 | 178,250 70 |
| Central Branch Union Pacific | | | | | | | 2,339,289 12 | 2,339,289 12 |
| Atchison, Colorado & Pacific | | | | | | 863,008 48 | | 863,008 48 |
| Atchison, Jewell County & Western | | | | | | 117,057 92 | | 117,057 92 |
| Kansas City Northwestern. | | | | | | 4,896 84 | | 4,896 84 |
| 17. Junction City & Fort Kearney. | 19,521 67 | 1,312,873 76 | 492 21 | 5,446 26 | 71,769 75 | | 92,015 67 | 184,132 40 |
| 18. Union Pacific. | | | | 33,249 04 | 6,674,354 20 | 3,622,864 55 | 1,221,022 31 | 11,649,341 55 |
| 19. Junction City & Fort Kearney. | | | | | | | 1,221,022 31 | 1,221,022 31 |
| 20. Kansas Central. | | | | | | | 2,262,964 76 | 2,262,964 76 |
| Lawrence & Emporia. | | | | | | | 505,812 61 | 505,812 61 |
| Omaha & Republican Valley. | | | | | | | 4,227,497 51 | 4,227,497 51 |
| 21. St. Joseph & Grand Island. | | | | 7,361 63 | | | 1,010,408 72 | 1,010,408 72 |
| 22. Salina & Southwestern. | | | | | | | 363,922 19 | 373,056 61 |
| 23. Solomon. | | | | | | | 94,826 39 | 116,768 61 |
| 24. Union Pacific, Lincoln & Colorado. | | | | | | | 661,224 83 | 661,224 83 |
| 25. Wichita & Western. | 191 92 | 1,700 00 | 725 16 | 23,358 66 | | | 1,123,520 75 | 996,716 22 |
| Totals. | \$6,729,019 31 | \$4,079,749 12 | \$1,308,045 36 | \$4,840,135 54 | \$3,831,838 31 | \$9,263,741 69 | \$30,764,917 53 | \$65,817,446 91 |

TABLE 4—Continued. Current Assets and Liabilities. Current liabilities accrued to and including June 30, 1896.

| ROADS. | Receiv- ers' certifi- cates. | Loans and bills payable. | Audited vouchers and accounts. | Wages and salaries. | Net traf- fic bal- ances due to other com- panies. | Divi- dends not called for. | Matured in- terest cou- pons un- paid (incl. coupons due July 1). | Miscel- laneous. | Balance cash assets. | Total. |
|--|---------------------------------------|--------------------------------|---|---------------------------|---|---|--|---------------------|----------------------------|-----------------|
| 1. Atchison, Topeka & Santa Fe..... | \$500,000 | \$29,000 00 | \$1,314,070 16 | \$355,550 45 | \$38,599 62 | | \$23,915 00 | \$6,968 72 | | \$2,259,135 25 |
| 2. St. Louis & San Francisco..... | | 1,738,925 31 | 944,458 54 | 15,025 24 | | | 2,598,920 00 | | | 5,494,311 61 |
| Kansas City & Southwestern..... | | | 23,452 91 | | | | | | | 23,452 91 |
| St. Louis, Kansas & Southwestern..... | | | 22,011 46 | | | | | | | 22,011 46 |
| 3. Chicago, Burlington & Quincy..... | | 500,000 00 | 974,127 35 | 410,309 38 | 377,831 80 | \$497 50 | 1,703,100 00 | 78,443 57 | \$1,566,777 24 | 5,641,036 82 |
| 4. Chicago Great Western..... | | 1,210,600 00 | 326,388 52 | 313,196 28 | | 25,200 00 | 70,578 75 | 115,363 69 | | 2,531,237 92 |
| 5. Chicago, Rock Island & Pacific..... | | 122,652 67 | 505,706 31 | 35,096 79 | | | | | | 2,319,368 02 |
| 6. Hutchinson & Southern..... | 30,000 | 708,500 00 | 1,401 32 | 2,311 19 | | | | | | 802,442 71 |
| 7. Kansas City Belt..... | | 700,278 11 | 5,826 63 | 6,311 57 | 1,192 22 | | 60,680 00 | 4,062 00 | | 1,944,681 15 |
| 8. Kansas City, Fort Scott & M. m. h. s..... | | 423,000 00 | 216,907 37 | 6,311 57 | | | 18,853 30 | | | 1,922,694 11 |
| 9. Kansas City, Clinton & Springfield..... | | 73,000 00 | 8,362 10 | 137,852 98 | 21,523 66 | | 1,417 50 | 7,488 86 | | 449,811 35 |
| 10. Kansas City, Pittsburg & Gulf..... | | 54,362 45 | 67,492 22 | 9,592 92 | | | | 14,678 06 | | 116,532 73 |
| 11. Kansas City Suburban Belt Union Terminal..... | | | | | | | | | | |
| 12. Leavenworth Term. Rly. & Bridge Co..... | | 14,000 00 | 10,025 00 | | | | 15,125 00 | | | 39,150 00 |
| 13. Leavenworth, Topeka & Southwestern..... | | | | | | | | | | |
| 14. Manhattan, Alma & Burlingame..... | | 222,988 82 | 4,312 87 | 151 47 | 12,017 12 | | | | | 239,470 28 |
| 15. Missouri, Kansas & Texas..... | | | 664,726 90 | 356,271 49 | | | 185,845 00 | 17,019 67 | 96,320 98 | 1,520,184 04 |
| Kansas City & Pacific..... | | 2,295,060 81 | 1,374,324 61 | 835,647 03 | 27,844 02 | | | | | 7,502,624 35 |
| Kansas City & Pacific..... | | | | | | | 564,143 75 | 122,244 95 | 2,283,369 19 | 7,502,624 35 |
| Kansas City & Southwestern..... | | | | | | | 121,500 00 | | | 121,500 00 |
| Kansas & Colorado Pacific..... | | | | | | | 313,500 00 | | | 313,500 00 |
| Kansas Southwestern..... | | | | | | | 7,174,638 34 | 567,500 00 | | 7,742,138 34 |
| Le Roy & Caney Valley Air Line..... | | | | | | | 212,040 00 | | | 212,040 00 |
| Rooks County..... | | | | | | | 13,000 00 | | | 13,000 00 |
| Central Branch Union Pacific..... | | | 2,073,276 58 | | | | 173,250 00 | | | 173,250 00 |
| Atchison, Colorado & Pacific..... | | | | | | | 211,815 00 | 54,167 54 | | 2,339,289 12 |
| Atchison, Jewell Co. & Western..... | | | | | | | 675,235 00 | | 187,783 48 | 863,018 48 |
| Kansas City Northwestern..... | | | | 2,941 51 | | | 89,850 00 | | 27,287 92 | 117,057 92 |
| 17. Union Pacific..... | | | 135,751 66 | | | 18,709 27 | 48,500 00 | 9,900 74 | 5,194,180 26 | 11,643,341 55 |
| 18. Junction City & Fort Kearney..... | | | 401,411 53 | | | | 1,029,400 00 | | | 1,221,022 31 |
| 19. Kansas Central..... | | | 191,622 31 | | | | 1,046,640 00 | | | 2,262,964 76 |
| 20. Lawrence & Emporia..... | | | 1,216,324 76 | | | | 380,600 00 | | | 606,512 61 |
| 21. Omaha & Republican Valley..... | | | 115,212 61 | | | | 2,690,253 15 | 1,644,471 24 | | 4,331,724 39 |
| 22. St. Joseph & Grand Island..... | | | | | | | 1,052,845 00 | | | 1,311,338 72 |
| 23. Salina & Southwestern..... | | | 288,498 72 | | | | 357,830 00 | 35,228 61 | | 373,088 61 |
| 24. Solomon..... | | | | | | | 211,620 00 | | | 211,620 00 |
| 25. Union Pacific, Lincoln & Colorado..... | | | 134,916 22 | | | | 531,800 00 | | | 696,716 22 |
| 26. Wichita & Western..... | | | 376,401 47 | 284 62 | 2,306 67 | | 733,740 00 | | | 1,152,496 49 |
| Totals..... | \$530,000 | \$8,495,774 32 | \$10,830,341 59 | \$2,980,853 31 | \$479,115 11 | \$41,406 77 | \$27,943,813 97 | \$3,137,507 63 | \$11,435,634 19 | \$95,817,446 91 |

TABLE 6--Concluded. Income and Deductions (Operating Roads).

| ROADS. | Deductions. | | | | | | Net income. | Deficit. |
|---|----------------------------------|---|----------------|----------------|-------------------|--------------------------------|----------------|----------------|
| | Interest on funded debt accrued. | Interest on current liabilities not otherwise provided for. | Rents. | Taxes. | Other deductions. | Total deductions from incomes. | | |
| 1. Atchison, Topeka & Santa Fe..... | \$3,676,845 00 | | \$222,725 00 | \$1,170,005 72 | \$431,788 65 | \$5,278,630 37 | \$1,174,385 76 | \$408,451 56 |
| 2. St. Louis & San Francisco..... | 2,179,867 00 | | 42,000 00 | 220,040 81 | 150,914 10 | 2,748,822 71 | 3,265,683 41 | |
| 3. Chicago, Burlington & Quincy..... | 6,179,364 50 | | | 1,262,041 03 | 549,449 13 | 8,151,776 71 | 6,622,433 86 | |
| 4. Chicago Great Western..... | 235,129 95 | \$45,334 31 | | 74,000 00 | | 423,464 26 | 1,512,224 63 | |
| 5. Chicago, Rock Island & Pacific..... | 3,322,175 00 | | 407,023 14 | 879,197 95 | 278 89 | 4,608,674 90 | | 48,431 38 |
| 6. Hutchinson & Northwestern..... | 119,400 00 | 46,110 00 | | 8,772 40 | | 174,942 40 | 6,475 45 | |
| 7. Kansas City Belt..... | 1,082,574 75 | 23,349 53 | | 177,700 00 | 58,214 28 | 1,441,835 56 | 59,555 01 | |
| 8. Kansas City, Clinton & Springfield..... | 163,660 00 | | | 19,867 90 | | 183,527 90 | 2,214 60 | |
| 9. Kansas City, Pittsburg Gulf..... | | | | 21,600 00 | | 21,600 00 | 118,868 07 | |
| 10. Kansas City, Suburban Belt..... | | | | | | | | |
| 11. Union Terminal..... | | 629 67 | 1,804 26 | 5,847 12 | 608 82 | 8,291 05 | | 12,542 39 |
| 12. Leavenworth, Topeka & Southwestern..... | | | | 9,560 83 | | 9,560 83 | | 13,619 26 |
| 13. Manhattan, Alma & Burlington..... | | 3,043,960 00 | 272,534 00 | 28,750 73 | | 3,645,245 73 | 16,363 04 | |
| 14. Missouri, Kansas & Texas..... | | 141,870 85 | 211,049 86 | 689,775 42 | 18,900 82 | 4,042,245 01 | | 1,377,498 55 |
| 15. Missouri Pacific..... | 3,104,608 34 | | 287,315 00 | 89,375 49 | 371 91 | 3,481,670 74 | | 282,803 04 |
| 16. Central Branch Union Pacific..... | 21,250 00 | | | 28,282 78 | | 49,532 78 | | 32,089 13 |
| 17. Kansas City Northwestern..... | 4,274,482 08 | | | 581,729 71 | 761,382 70 | 5,517,694 49 | | 86,084 42 |
| 18. Union City & Fort Kearney..... | 76,456 00 | | | 27,630 01 | | 104,086 01 | | 89,106 39 |
| 19. Kansas Central..... | 89,600 00 | | | 25,881 65 | 49,240 00 | 164,721 65 | | 160,132 30 |
| 20. Omaha & Republican Valley..... | 328,230 00 | | | 15,884 81 | 20,569 97 | 364,684 78 | | 194,478 89 |
| 21. St. Joseph & Grand Island..... | 420,000 00 | | | 67,431 41 | 37,153 78 | 524,585 19 | | 407,478 68 |
| 22. Salina & Southwestern..... | 32,400 00 | | | 6,388 68 | | 38,788 68 | | 31,921 78 |
| 23. Solomon..... | 34,300 00 | | | 10,114 92 | | 44,414 92 | | 16,129 00 |
| 24. Union Pacific, Lincoln & Colorado..... | 219,000 00 | | | 36,073 89 | 30,063 34 | 285,137 23 | | 257,077 23 |
| 25. Wichita & Western..... | 104,820 00 | | | 17,884 88 | 21,553 21 | 144,258 09 | | 161,829 04 |
| Totals..... | \$26,095,048 65 | \$3,307,254 36 | \$1,345,511 40 | \$5,799,963 67 | \$2,131,390 35 | \$38,679,168 43 | \$6,818,537 73 | \$3,488,320 17 |
| | | | | | | | 3,488,320 17 | \$3,380,217 56 |

2. Net income.

TABLE 7.—Cost of Road and Equipment, and Stocks and Bonds Owned.

| Roads. | Total cost June 30, 1886. | Cost per mile of road. | Total cost to June 30, 1886, in Kansas. | Stocks owned. | | Bonds owned. | |
|--|------------------------------|------------------------------|--|------------------|-----------------|------------------|-----------------|
| | | | | Par value. | Valuation. | Par value. | Valuation. |
| 1. Atchison, Topeka & Santa Fe..... | \$371,922,819.92 | \$33,968.20 | \$207,761,677.57 | \$8,000.00 | \$8,000.00 | \$1,070,000.00 | \$296,316.00 |
| 2. St. Louis & San Francisco..... | 67,294,793.06 | 64,146.37 | 113,326,111.03 | 43,324,137.00 | 229,824.12 | 8,757,664.00 | 4,136,804.10 |
| Kansas City & Southwestern..... | 1,008,262.91 | 32,132.15 | 2,106,252.91 | ..... | ..... | ..... | ..... |
| St. Louis, Kansas & Southwestern..... | 5,684,200.00 | 53,237.79 | 5,684,200.00 | ..... | ..... | ..... | ..... |
| St. Louis, Kansas & Southwestern..... | 2,082,001.46 | 53,218.85 | 2,082,001.46 | ..... | ..... | ..... | ..... |
| 3. Chicago, Burlington & Quincy..... | 204,922,631.40 | 36,198.42 | 4,866,891.87 | 38,944,119.92 | 22,375,312.95 | 22,383,958.87 | 16,044,147.47 |
| 4. Chicago, Rock Island & Pacific..... | 53,685,947.58 | 63,572.74 | ..... | 9,085,916.68 | 869,456.31 | ..... | ..... |
| 5. Hurlingham & Southern..... | 104,955,162.28 | 36,133.95 | 38,527,080.42 | ..... | ..... | ..... | ..... |
| 6. Kansas City Belt..... | 2,159,708.82 | 9,410.84 | 789,915.60 | ..... | ..... | ..... | ..... |
| 7. Kansas City, Fort Scott & Memphis..... | 30,421,942.03 | 215,270.83 | 636,770.68 | 7,981,700.00 | 208,561.76 | ..... | ..... |
| 8. Kansas City, Clinton & Springfield..... | 5,043,321.30 | 31,011.01 | 11,037,291.49 | 400,000.00 | 3,916,000.00 | 3,916,000.00 | 3,916,000.00 |
| 9. Kansas City, Leavenworth & Gulf..... | 21,491,500.00 | 50,000.00 | 1,025,500.00 | ..... | ..... | ..... | ..... |
| 10. Kansas City, Suburban Belt..... | 3,550,000.00 | 524,372.00 | 3,550,000.00 | ..... | ..... | ..... | ..... |
| 11. Union Terminal..... | 1,200,000.00 | 686,714.23 | 514,285.71 | ..... | ..... | ..... | ..... |
| 12. Leavenworth Terminal Rly. & Bridge Co..... | 1,678,000.00 | 26,636.17 | 1,678,000.00 | ..... | ..... | ..... | ..... |
| 13. Manhattan, Topeka & Southwestern..... | 140,284,085.40 | 76,198.70 | 21,891,903.16 | 10,976,000.00 | 1,100,000.00 | ..... | ..... |
| 14. Missouri, Kansas & Texas..... | 5,000,000.00 | 38,445.54 | 18,301,472.50 | ..... | ..... | ..... | ..... |
| 15. Missouri Pacific & Pacific..... | 49,827,114.55 | 46,699.57 | 18,326,367.63 | 71,016,817.33 | 27,977,928.28 | 34,247,500.00 | 28,181,659.55 |
| Kansas City & Pacific..... | 525,000.00 | 37,076.27 | 825,000.00 | ..... | ..... | ..... | ..... |
| Kansas City & Pacific..... | 395,000.00 | 30,592.60 | 395,000.00 | ..... | ..... | ..... | ..... |
| Kansas City & Pacific..... | 49,030,100.00 | 30,833.82 | 148,562,074.87 | 7,000,000.00 | 1.00 | ..... | ..... |
| Kansas & Southwestern..... | 769,440.00 | 30,836.36 | 769,440.00 | ..... | ..... | ..... | ..... |
| Le Roy & Caney Valley Air Line..... | 1,080,000.00 | 40,411.22 | 1,080,000.00 | ..... | ..... | ..... | ..... |
| Books (county)..... | 1,775,000.00 | 32,671.50 | 1,775,000.00 | ..... | ..... | ..... | ..... |
| Central Branch Union Pacific..... | 3,963,119.78 | 36,631.19 | 3,996,119.78 | 9,000.00 | 9,000.00 | ..... | ..... |
| Kansas City Northwestern..... | 4,441,368.07 | 31,623.44 | 4,441,368.07 | ..... | ..... | ..... | ..... |
| Kansas City Northwestern..... | 185,441,968.07 | 34,968.69 | 49,525,473.87 | 38,612,304.01 | 19,667,712.82 | 38,207,575.00 | 30,231,181.29 |
| Kansas City Northwestern..... | 2,317,518.72 | 25,439.14 | 2,217,046.72 | ..... | ..... | ..... | ..... |
| Kansas City Northwestern..... | 2,610,046.72 | 25,439.14 | 2,610,046.72 | ..... | ..... | ..... | ..... |
| Kansas City Northwestern..... | 983,611.11 | 45,639.70 | 983,611.11 | ..... | ..... | ..... | ..... |
| Kansas City Northwestern..... | 8,664,583.15 | 17,467.82 | 1,233,971.32 | ..... | ..... | ..... | ..... |
| Lawrence & Emporia..... | 13,233,723.12 | 52,151.22 | 1,289,189.86 | 1,948,500.00 | 97,800.00 | ..... | ..... |
| Omaha & Republican Valley..... | 1,058,634.89 | 23,626.86 | 1,058,634.89 | ..... | ..... | ..... | ..... |
| St. Joseph & Grand Island..... | 1,058,634.89 | 23,626.86 | 1,058,634.89 | ..... | ..... | ..... | ..... |
| Salina & Southwestern..... | 1,058,634.89 | 23,626.86 | 1,058,634.89 | ..... | ..... | ..... | ..... |
| Solomon..... | 6,884,715.05 | 30,415.05 | 6,884,715.05 | ..... | ..... | ..... | ..... |
| Union Pacific, Lincoln & Colorado..... | 2,810,913.57 | 22,550.45 | 2,810,913.57 | ..... | ..... | ..... | ..... |
| Wichita & Western..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Totals..... | \$1,309,387,166.56 | \$55,031.92 | \$457,223,895.93 | \$249,311,494.84 | \$76,463,845.24 | \$106,582,697.87 | \$82,805,088.41 |

1. Computed in the office on a pro rata mileage basis.

TABLE 8.—Dividends and Surplus (Operating Roads).

| ROADS. | Net income. | | Net deficit. | | Dividends paid common stock. | | Surplus or deficit. | | | | | |
|---|-------------|----------------|--------------|----------------|------------------------------|----------------|---|-----------------|--------------------------|-----------------|------------------------|----------|
| | | | | | | | From operations, year ending June 30, 1886. | | Remaining June 30, 1885. | | Balance June 30, 1886. | |
| | % | Amount. | % | Amount. | Surplus. | Deficit. | Surplus. | Deficit. | Surplus. | Deficit. | Surplus. | Deficit. |
| 1. Atchison, Topeka & Santa Fe..... | | \$1,174,385 76 | | \$108,451 85 | | \$1,174,385 76 | \$408,451 85 | \$2,372,904 40 | \$1,032,675 58 | \$141,720 18 | | |
| 2. St. Louis & San Francisco..... | | 3,295,968 41 | 4 | \$9,290,109 00 | | 15,227 41 | | 9,353,050 79 | | 2,153,954 67 | | |
| 3. Chicago, Burlington & Quincy..... | | 632,483 86 | 4 | 4,770,490 20 | | 161,993 66 | | | 370,561 91 | 9,368,878 20 | \$208,568 25 | |
| 4. Chicago Great Western..... | | 1,512,224 63 | 2 | 923,116 00 | | 589,108 63 | 43,431 38 | 688,533 43 | 203,372 49 | 1,277,942 06 | 246,803 87 | |
| 5. Chicago, Rock Island & Pacific..... | | | | | | 6,475 45 | | | | 88,023 96 | | |
| 6. Hutchinson & Southern..... | | | | | | 59,555 91 | | 689,143 32 | | 748,699 23 | | |
| 7. Kansas City Belt..... | | | | | | 2,214 60 | | 58,379 86 | 410,022 36 | 163,083 91 | 407,807 76 | |
| 8. Kansas City, Fort Scott & Memphis..... | | | | | | | | | | | | |
| 9. Kansas City, Clinton & Springfield..... | | | | | | | | | | | | |
| 10. Kansas City, Pittsburg & Gulf..... | | | | | | | | | | | | |
| 11. Kansas City, Suburban Belt..... | | | | | | | | | | | | |
| Union Terminal..... | | | | | | | | | | | | |
| 12. Leavenworth, Topeka & Southwestern..... | | | | | | | | | | | | |
| 13. Manhattan, Alma & Burlingame..... | | | | | | | | | | | | |
| 14. Missouri, Kansas & Texas..... | | | | | | | | | | | | |
| 15. Missouri Pacific..... | | 16,393 04 | | 1,377,498 85 | | 16,393 04 | 1,377,498 85 | 443,879 38 | 227,403 06 | 460,272 42 | 241,022 32 | |
| 16. Central Branch Union Pacific..... | | | | | | | | 1,607,952 09 | 2,280,093 04 | 230,453 24 | 2,532,994 08 | |
| Kansas City Northwestern..... | | | | | | | | | 35,560 91 | | 68,254 04 | |
| 17. Union Pacific..... | | | | | | | | | | 7,127,344 38 | | |
| Junction City & Fort Kearney..... | | | | | | | | | | 1,129,059 66 | 1,218,261 09 | |
| Kansas Central..... | | | | | | | | | | 2,198,192 28 | 2,387,844 37 | |
| 20. Omaha & Republican Valley..... | | | | | | | | | | 3,814,733 86 | 4,015,088 30 | |
| 21. St. Joseph & Grand Island..... | | | | | | | | | | 588,897 20 | 1,114,018 41 | |
| 22. Salina & Southwestern..... | | | | | | | | | | 333,165 61 | 365,087 30 | |
| 23. Solomon..... | | | | | | | | | | 16,129 30 | 100,502 63 | |
| 24. Union Pacific, Lincoln & Colorado..... | | | | | | | | | | 257,797 26 | 739,326 66 | |
| 25. Wichita & Western..... | | | | | | | | | | 161,829 04 | 1,106,436 26 | |
| Totals..... | | \$6,818,537 73 | | \$3,488,320 17 | | \$2,144,822 53 | \$3,488,320 17 | \$22,451,023 70 | \$14,134,353 66 | \$21,760,372 25 | \$14,734,597 73 | |
| | | | | | | | | | | \$47,025,774 32 | | |

1. This is portion of surplus pertaining to period from July 1 to December 31, 1886, while the road was in the hands of receivers, and should be deducted from surplus from operation, year ending June 30, 1886.
 2. This amount is for guaranteed interest accrued on 4-per-cent. debenture stock.
 3. Net total deficit from operations, 1886.
 4. Net total surplus remaining, 1885.
 5. Net total surplus remaining, 1886.
 6. The following additions for year are reported, and should be added to surplus remaining June 30, 1885: St. Louis & San Francisco, \$189,002 12; Kansas Central, \$390,221; Salina & Southwestern, \$0 09; Solomon, \$0 17; Union Pacific, Lincoln & Colorado, \$110,538; total, \$100,073 18. Also, the following deductions for year are reported, and should be deducted from surplus remaining June 30, 1885: Kansas City, Pittsburg & Gulf, \$14,154 14; Junction City & Fort Kearney, \$15 04; Omaha & Republican Valley, \$5,924 55; St. Joseph & Grand Island, \$117,372 33; total, \$137,408 06.

TABLE 9.—Earnings from Operation.

| Roads. | Passenger earnings. | | | | | Freight earnings. | | | | |
|--------------------------------------|---------------------|----------------|----------------|----------------------------|--------------|-------------------|-----------------|--------------|--------------|-----------------|
| | Passenger. | Mail. | Express. | Extra baggage and storage. | Other items. | Total. | Freight. | Stock-yards. | Other items. | Total. |
| 1. Atchison, Topeka & Santa Fe | \$4,963,488 88 | \$755,389 07 | \$753,381 00 | \$68,513 96 | \$37,499 42 | \$5,978,289 33 | \$14,612,068 42 | \$32,486 16 | \$60,481 58 | \$11,725,026 16 |
| 2. St. Louis & San Francisco | 1,274,788 58 | 204,350 70 | 204,860 70 | 25,295 39 | 5,819 98 | 1,714,654 65 | 4,282,314 27 | 3,429 46 | | 4,285,743 73 |
| 3. Chicago, Burlington & Quincy | 5,696,724 04 | 1,352,510 79 | 739,466 66 | 114,317 27 | 46,341 06 | 7,949,354 82 | 16,761,225 64 | 26,972 88 | | 16,788,198 52 |
| 4. Chicago (Great Western) | 855,087 70 | 101,310 83 | 75,450 00 | 13,914 28 | 103,064 14 | 1,145,826 95 | 3,543,066 51 | | | 3,543,066 51 |
| 5. Chicago, Rock Island & Pacific | 4,271,600 58 | 548,668 23 | 409,200 00 | 78,063 96 | 107,256 45 | 5,414,779 22 | 11,292,720 61 | | | 11,292,720 61 |
| 6. Hutchinson & Southern | 11,983 16 | 5,581 32 | 1,898 14 | | | 19,465 62 | 37,587 89 | 607 16 | | 38,194 75 |
| 7. Kansas City Belt | 834,283 79 | 108,539 11 | 86,155 61 | 13,060 41 | | 1,042,068 92 | 109,471 75 | | | 109,471 75 |
| 8. Kansas City, Fort Scott & Memphis | 109,015 01 | 16,128 54 | 6,310 79 | 2,212 58 | | 133,666 92 | 2,656,841 49 | | | 2,656,841 49 |
| 9. Kan. City, Clinton & Springfield | 110,242 79 | 20,652 98 | 7,610 06 | 1,018 52 | | 138,554 35 | 2,288,926 68 | | | 2,288,926 68 |
| 10. Kansas City, Pittsburg & Gulf | | | | | | | 384,667 96 | | | 384,667 96 |
| 11. Kansas City Suburban Belt | | | | | | | | | | |
| Union Terminal | | | | | | | | | | |
| 12. Leavenworth, Topeka & Southw'n. | 9,040 43 | 2,437 45 | 383 50 | | | 11,861 38 | 14,059 52 | | | 14,059 52 |
| 13. Manhattan, Alma & Burlingame | 8,222 65 | 2,563 67 | 3,363 30 | 123 95 | | 14,269 57 | 26,471 64 | 41 00 | | 26,512 64 |
| 14. Missouri, Kansas & Texas | 2,071,406 37 | 327,251 37 | 197,829 98 | | | 2,596,017 72 | 8,368,544 19 | | | 8,368,544 19 |
| 15. Missouri Pacific | 2,226,717 47 | 633,329 54 | 192,224 09 | | | 3,052,271 10 | 7,565,347 09 | | | 7,565,347 09 |
| 16. Central Branch Union Pacific | 126,273 57 | 48,102 00 | 12,738 00 | | | 187,113 57 | 465,315 12 | | | 465,315 12 |
| 17. Kansas City Northwestern | 57,007 87 | 13,820 08 | 4,492 08 | 764 95 | | 76,184 98 | 157,115 62 | | | 157,115 62 |
| 18. Union Pacific | 2,491,688 15 | 1,173,013 18 | 210,659 98 | 47,757 09 | | 3,922,128 30 | 9,561,092 63 | | | 9,561,092 63 |
| 19. Junction City & Fort Kearney | 18,610 02 | 6,796 56 | 3,420 00 | 956 97 | | 29,783 55 | 63,119 51 | | | 63,119 51 |
| 20. Kansas Central | 17,813 48 | 11,069 98 | 2,410 78 | 983 61 | | 32,247 75 | 104,758 02 | | | 104,758 02 |
| 21. Omaha & Republican Valley | 126,939 88 | 36,660 54 | 9,720 00 | 4,068 44 | | 177,389 16 | 485,231 08 | | | 485,231 08 |
| 22. St. Joseph & Grand Island | 135,061 34 | 28,922 37 | 10,735 67 | 4,459 56 | | 179,222 94 | 412,920 27 | | | 412,920 27 |
| 23. Salina & Southwestern | 10,995 26 | 1,630 80 | 1,800 00 | 455 21 | | 14,581 27 | 23,356 99 | | | 23,356 99 |
| 24. Solomon | 17,220 44 | 4,202 36 | 1,500 00 | 834 26 | | 24,117 06 | 54,105 04 | | | 54,105 04 |
| 25. Union Pacific, Lincoln & Colo | 16,372 42 | 14,693 92 | 600 00 | 972 16 | | 32,638 50 | 91,869 89 | | | 91,869 89 |
| 26. Wichita & Western | 15,869 78 | 7,129 35 | 7,397 41 | 150 13 | | 30,566 67 | 35,177 44 | 28 00 | | 35,205 44 |
| Totals | \$24,879,503 66 | \$5,424,952 94 | \$2,942,696 95 | \$377,912 70 | \$299,891 05 | \$33,925,047 30 | \$81,377,364 87 | \$62,838 50 | \$61,157 74 | \$81,521,441 11 |

TABLE 9—Concluded. Earnings from Operation.

| ROADS. | Other earnings. | | | | | | | | | | Total gross earnings from operation. | Total earnings from operation in Kansas. |
|---|------------------------------|------------------------------------|----------------------|--|-----------------------------------|----------------|----------------|------------------|----------------|--|--------------------------------------|--|
| | Car mileage, credit balance. | Switching charges, credit balance. | Telegraph companies. | Rents from tracks, yards, and terminals. | Rents not otherwise provided for. | Other sources. | Total. | | | | | |
| 1. Atchison, Topeka & Santa Fe..... | | \$41,367 85 | \$24,688 79 | \$86,521 41 | \$46,886 14 | \$247,957 39 | \$507,480 58 | \$21,210,739 07 | | | | |
| 2. St. Louis & San Francisco..... | | | | | | 75,613 37 | 6,086,011 75 | | | | | |
| 3. Chicago, Burlington & Quincy..... | | 465,886 45 | 56,570 09 | 245,487 78 | 112,955 08 | 112,955 08 | 890,869 40 | 25,618,452 74 | | | | |
| 4. Chicago Great Western..... | | | | 774 96 | 7,753 62 | 3,708 48 | 12,237 06 | 4,704,160 52 | | | | |
| 5. Chicago, Rock Island & Pacific..... | | | 7,493 27 | 172,618 20 | 141,274 65 | | 324,386 12 | 17,031,885 95 | | | | |
| 6. Hutchinson & Southern..... | | | | | | | | 57,660 37 | | | | |
| 7. Kansas City Belt..... | | | | | | | | 212,889 44 | | | | |
| 8. Kansas City, Fort Scott & Memphis..... | | 108,625 92 | | 69,289 80 | 13,465 35 | 35,372 12 | 226,783 19 | 3,925,693 60 | | | | |
| 9. Kansas City, Clinton & Springfield..... | | | | | | | | 1,322 38 | | | | |
| 10. Kansas City, Pittsburg & Gulf..... | | | | | | | | 34,797 98 | | | | |
| 11. Kansas City Suburban Belt..... | | | | | | | | | | | | |
| 12. Leavenworth, Topeka & Southwestern..... | | 16,315 15 | 54 02 | 1,350 00 | 101 75 | | 17,820 92 | 43,711 82 | | | | |
| 13. Manhattan, Alma & Burlingame..... | | | 191 87 | | | 1,107 83 | 1,299 75 | 42,105 96 | | | | |
| 14. Missouri, Kansas & Texas..... | | | | 4,583 34 | 47,842 10 | | 52,425 44 | 11,096,987 35 | | | | |
| 15. Missouri Pacific..... | \$299,358 83 | 212,958 34 | | 95,170 19 | 37,877 81 | 282,644 97 | 928,011 14 | 11,545,629 33 | | | | |
| 16. Central Branch Union Pacific..... | 11,082 15 | 1,304 31 | 3,665 97 | 7,882 04 | 1,408 50 | 25,635 76 | 50,473 73 | 702,902 42 | | | | |
| 17. Kansas City Northwestern..... | | | | 26,027 06 | 627 75 | 31,945 88 | 58,600 69 | 291,901 29 | | | | |
| 18. Union Pacific..... | | 136,362 27 | 30,946 38 | 294,704 91 | 76,971 96 | 57,141 40 | 596,126 92 | 14,063,317 55 | | | | |
| 19. Junction City & Fort Kearney..... | | 37 24 | 324 95 | | 108 00 | 59 23 | 529 42 | 93,432 48 | | | | |
| 20. Kansas Central..... | | 711 08 | | 2,400 00 | 192 00 | 2,230 57 | 3,841 04 | 140,946 81 | | | | |
| 21. Omaha & Republican Valley..... | | | 768 53 | 6 00 | 8,196 13 | 2,550 20 | 14,202 83 | 676,793 07 | | | | |
| 22. St. Joseph & Grand Island..... | | | 3,460 50 | | 19,925 95 | 4,451 03 | 38,079 39 | 630,228 60 | | | | |
| 23. Salina & Southwestern..... | | | 2,352 41 | 5,350 00 | | 10,872 75 | 1,554 23 | 39,492 49 | | | | |
| 24. Solomon..... | | 290 78 | 344 70 | | | 6 47 | 908 33 | 79,030 43 | | | | |
| 25. Union Pacific, Lincoln & Colorado..... | | 108 00 | 587 36 | | 106 50 | | 6 47 | 161,690 06 | | | | |
| Wichita & Western..... | 35,751 11 | 121 06 | 663 09 | 130 20 | 485 85 | 37,181 67 | 6,203 77 | 161,690 06 | | | | |
| Totals..... | \$346,192 09 | \$684,102 14 | \$142,728 06 | \$961,895 89 | \$501,177 45 | \$1,037,951 41 | \$4,974,047 04 | \$119,420,535 45 | \$2,418,352 57 | | | |

1. Includes \$320,887.18, hire-of-equipment balance.

2. Includes \$974.25, hire-of-equipment balance.

3. This is a credit balance, and should be deducted from "Total other earnings."

4. Includes \$5,016.98, hire-of-equipment balance.

TABLE 10.—Operating Expenses. Maintenance of way and structures.

| ROADS. | Repairs and renewals. | | | | | | | | | | Station-ery and printing. | Other expenses. | Total. |
|-------------------------------------|-----------------------|--------------|----------------|-----------------------|--|-------------------------|--------------|-------------|--------------|-----------------|---------------------------|-----------------|--------|
| | Roadway. | Rails. | Ties. | Bridges and culverts. | Fences, crossings, signs, and cattle-guards. | Buildings and fixtures. | Tele-graph. | | | | | | |
| 1. Atchison, Topeka & Santa Fe | \$2,140,711 55 | \$219,026 02 | \$720,111 18 | \$639,035 00 | \$48,966 58 | \$257,525 11 | \$18,822 62 | \$1,818 95 | \$5,116 02 | \$4,001,133 03 | | | |
| 2. St. Louis & San Francisco | 393,832 72 | 55,405 02 | 148,163 85 | 84,206 73 | 17,256 10 | 38,030 31 | 5,154 93 | 1,437 27 | | 763,576 98 | | | |
| 3. Chicago, Burlington & Quincy | 2,707,600 60 | | | 440,061 99 | 55,268 75 | 224,499 15 | 107,312 10 | | 47,553 76 | 3,544,944 44 | | | |
| 4. Chicago Great Western | 404,741 70 | 13,588 68 | 84,977 54 | 80,322 09 | 13,066 10 | 37,545 97 | 6,146 60 | 6,691 80 | 2,789 10 | 690,229 81 | | | |
| 5. Chicago, Rock Island & Pacific | 1,235,079 36 | 187,066 86 | 365,776 78 | 450,219 79 | 67,369 74 | 280,401 31 | | | | 2,575,953 75 | | | |
| 6. Hutchinson & Southern | 3,339 61 | | 788 78 | 1,553 77 | 185 54 | 438 65 | | | 83 52 | 6,369 87 | | | |
| 7. Kansas City Belt | 10,835 90 | 47 52 | 496 57 | 131 86 | 591 30 | 1,115 25 | 45 83 | | | 13,274 24 | | | |
| 8. Kansas City, Ft. Scott & Memphis | 277,477 37 | 38,084 28 | 49,648 32 | 70,039 32 | 11,206 78 | 27,922 86 | | 357 89 | | 483,815 05 | | | |
| 9. Kansas City, Clin. & Spring'd | 36,190 77 | 1,186 72 | 18,145 83 | 12,756 34 | 4,284 48 | 4,288 19 | | 45 50 | | 77,184 52 | | | |
| 10. Kansas City, Pittsburg & Gulf | 91,666 15 | | | 8,349 83 | 360 48 | 3,338 24 | 624 29 | 52 30 | | 104,421 29 | | | |
| 11. Kansas City Suburban Belt | | | | | | | | | | | | | |
| 12. Leavenworth, Topeka & S. W. | 7,877 10 | 3,251 35 | 916 62 | 4,504 62 | 619 36 | 247 25 | 41 84 | | 1,083 30 | 18,491 44 | | | |
| 13. Manhattan, Alma & Burlingame | 13,669 69 | 1,533 94 | 5,079 54 | 4,411 46 | 1,192 44 | 403 40 | 45 15 | 49 00 | | 26,401 62 | | | |
| 14. Missouri, Kansas & Texas | 784,586 65 | 74,564 98 | 230,434 30 | 231,192 82 | 55,268 75 | 149,844 10 | 14,590 63 | 2,806 60 | 62,612 47 | 1,035,961 30 | | | |
| 15. Missouri Pacific | 1,183,166 71 | 165,031 34 | 464,086 49 | 385,356 57 | 64,747 67 | 174,965 65 | 33,037 59 | 2,477 13 | 27,222 92 | 2,470,122 07 | | | |
| 16. Central Branch Union Pacific | 61,946 97 | 1,704 64 | 45,741 20 | 22,493 36 | 6,936 61 | 7,727 94 | 3,901 80 | 147 56 | 196 43 | 147,387 83 | | | |
| 17. Kansas City Northwestern | 32,017 10 | | 21,646 12 | 22,357 12 | 2,493 98 | 2,999 61 | 549 19 | 145 86 | | 82,215 98 | | | |
| 18. Union Pacific | 835,337 59 | 44,178 60 | 290,855 75 | 106,939 42 | 24,812 14 | 136,103 25 | 8,125 64 | 6 31 | 196 00 | 1,406,986 70 | | | |
| 19. Junction City & Ft. Kearney | 12,148 09 | 5,140 49 | 5,140 49 | 4,234 39 | 2,677 27 | 2,677 27 | 111 66 | 3 30 | | 25,618 03 | | | |
| 20. Kansas Central | 24,945 15 | 10,691 19 | 6,768 41 | 23,521 95 | 1,342 77 | 3,495 33 | 282 17 | 4 09 | | 71,011 07 | | | |
| 21. Omaha & Republican Valley | 53,832 07 | 7,379 85 | 34,063 06 | 34,418 69 | 6,043 33 | 8,988 79 | 1,202 44 | 18 80 | | 145,926 00 | | | |
| 22. St. Joseph & Grand Island | 41,996 46 | 631 55 | 11,405 05 | 24,452 27 | 7,465 36 | 7,691 11 | 1,068 23 | 128 53 | | 89,823 56 | | | |
| 23. Salina & Southwestern | 5,118 21 | 346 82 | 2,516 75 | 239 75 | 2,086 08 | 2,086 08 | 40 09 | | | 10,617 28 | | | |
| 24. Solomon | 7,057 21 | 879 22 | 2,677 70 | 705 31 | 570 83 | 1,972 44 | 52 11 | 2 06 | | 13,926 88 | | | |
| 25. Union Pacific, Lincoln & Colo | 26,277 07 | 388 24 | 23,481 94 | 10,293 67 | 1,863 13 | 1,866 03 | 267 70 | 5 78 | | 64,213 56 | | | |
| 26. Wichita & Western | 17,967 16 | 209 53 | 14,628 41 | 9,312 53 | 1,862 89 | 1,918 93 | 234 56 | 2 10 | | 44,186 16 | | | |
| Totals | \$10,439,568 97 | \$824,197 76 | \$2,527,490 60 | \$2,561,100 67 | \$391,456 80 | \$1,367,183 92 | \$211,011 52 | \$16,799 69 | \$106,614 52 | \$18,473,679 81 | | | |
| | | \$1,704 64 | | | | | | | | | | | |
| | | \$822,493 12 | | | | | | | | | | | |

1. Includes renewals of rails and ties.

2. This is for repairs and renewals of docks and wharves.

10. Includes \$1,776.25 repairs and renewals of docks and wharves.

11. Credit, and should be deducted from total.

TABLE 10—Continued. Operating Expenses. Maintenance of equipment.

| ROADS. | Superintendence. | Repairs and renewals. | | | | | | Stationary and printing. | Other expenses. | Total. |
|---|------------------|-----------------------|-----------------|----------------|--------------|---------------------------|-------------|--------------------------|-----------------|--------|
| | | Loco-motives. | Passenger-cars. | Freight-cars. | Work cars. | Shop machinery and tools. | | | | |
| 1. Atchison, Topeka & Santa Fe..... | \$42,076 46 | \$654,771 90 | \$259,455 45 | \$1,147,930 96 | \$62,856 21 | \$75,273 72 | \$3,406 88 | \$6,119 50 | \$2,525,771 18 | |
| 2. St. Louis & San Francisco..... | 8,831 54 | 204,000 06 | 83,580 06 | 214,250 91 | 17,221 83 | 17,221 83 | 767 46 | ..... | 2,857,369 29 | |
| 3. Chicago, Burlington & Quincy..... | 4,940 22 | 1,173,072 42 | 31,684,296 87 | 259,751 97 | ..... | 11,950 52 | 5,576 51 | 11,937 46 | 5,123,376 17 | |
| 4. Chicago Great Western..... | ..... | 174,252 40 | 73,967 06 | 620,748 12 | ..... | ..... | ..... | ..... | 1,501,973 27 | |
| 5. Chicago, Rock Island & Pacific..... | ..... | 578,750 44 | 305,474 71 | 620,905 03 | ..... | ..... | ..... | ..... | 3,444 97 | |
| 6. Hutchinson & Southern..... | 301 60 | 2,030 79 | 3,047 96 | 3,085 71 | ..... | ..... | ..... | 6 90 | 7,330 11 | |
| 7. Kansas City Belt..... | ..... | 3,047 96 | 51,579 01 | 279,777 70 | 974 68 | ..... | 1,597 74 | 48,015 98 | 21,225 57 | |
| 8. Kansas City, Fort Scott & Memphis..... | 20,044 33 | 109,985 35 | 3,265 51 | 14,623 80 | 1,380 66 | 8,844 80 | ..... | ..... | 27,156 37 | |
| 9. Kansas City, Clinton & Springfield..... | 240 00 | 9,027 06 | ..... | 24,532 33 | 1,603 83 | 3,495 27 | 87 50 | 1,754 59 | 56,685 28 | |
| 10. Kansas City, Pittsburg & Gulf..... | 2,483 20 | 17,863 41 | 4,365 15 | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 11. Kansas City Suburban Belt..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| Union Terminal..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| 12. Leavenworth, Topeka & Southwestern..... | ..... | 439 86 | 698 49 | 635 11 | ..... | ..... | ..... | 445 18 | 2,218 64 | |
| 13. Manhattan, Topeka & Burlington..... | ..... | 547 63 | 827 58 | 164 91 | 183 67 | ..... | ..... | ..... | 1,723 79 | |
| 14. Missouri, Kansas & Texas..... | 13,811 62 | 429,310 09 | 72,523 25 | 198,541 77 | 13,398 55 | 19,000 47 | 439 13 | 9,007 29 | 756,122 17 | |
| 15. Missouri Pacific..... | 58,816 63 | 543,210 80 | 225,773 25 | 610,439 10 | 24,946 98 | 94,537 38 | 2,695 23 | 72,414 72 | 1,633,834 09 | |
| 16. Central Branch Union Pacific..... | 4,667 71 | 27,305 79 | 8,614 36 | 17,473 25 | 1,895 56 | 4,582 19 | 189 51 | 2,776 66 | 67,535 03 | |
| 17. Kansas City Northwestern..... | ..... | 31,475 09 | 4,809 71 | 30,492 71 | 1,825 36 | ..... | 31 73 | 302 40 | 68,066 52 | |
| 18. Union Pacific..... | 71,114 19 | 889,389 47 | 350,569 30 | 574,077 16 | 25,977 87 | 101,742 86 | 4,646 33 | 130,109 69 | 2,147,627 47 | |
| 19. Junction City & Fort Kearney..... | ..... | 1,976 67 | 1,184 27 | 1,023 27 | 51 51 | 211 88 | 43 98 | 238 77 | 5,345 29 | |
| 20. Kansas Central..... | 568 52 | 3,806 62 | 2,216 37 | 11,222 16 | 170 62 | 419 85 | 33 82 | 426 70 | 5,185 36 | |
| 21. Omaha & Republican Valley..... | 3,149 67 | 33,710 45 | 6,075 01 | 11,822 16 | 360 54 | 3,092 51 | 207 37 | 2,937 40 | 61,055 11 | |
| 22. St. Joseph & Grand Island..... | 8,579 06 | 30,909 55 | 13,388 25 | 22,849 60 | 684 29 | 1,857 15 | 154 10 | 3,048 51 | 76,470 81 | |
| 23. Salina & Southwestern..... | 203 81 | 656 98 | 352 63 | 240 16 | 45 18 | 73 28 | 14 75 | 61 32 | 1,651 11 | |
| 24. Solomon..... | 326 84 | 1,619 56 | 716 36 | 579 80 | 9 78 | 128 77 | 23 39 | 127 83 | 3,532 43 | |
| 25. Union Pacific, Lincoln & Colorado..... | 771 34 | 3,632 60 | 1,429 37 | 7,025 66 | 122 15 | 833 63 | 55 09 | 838 04 | 14,728 38 | |
| 26. Wichita & Western..... | ..... | 5,334 93 | 90 15 | 7,259 65 | 531 06 | ..... | ..... | ..... | 6,215 79 | |
| Totals..... | \$237,044 20 | \$5,230,198 76 | \$3,141,894 28 | \$4,040,930 67 | \$135,618 50 | \$313,897 04 | \$19,971 12 | \$230,569 04 | \$13,437,466 47 | |
| | | | | \$1,243,437 14 | | | | | | |
| | | | | \$1,038,473 53 | | | | | | |

3. Includes renewals of freight and work cars.
11. Credit, and should be deducted from total.

TABLE 10—Continued. Operating Expenses. Conducting transportation.

| ROADS. | Super-intendence. | Engine and roundhouse men. | For locomotives. | | | | Train service. | Train supplies and expenses. | Switchmen, flagmen, and watchmen. |
|---|-------------------|----------------------------|------------------|---------------|-------------------------|-----------------|----------------|------------------------------|-----------------------------------|
| | | | Fuel. | Water supply. | Oil, tallow, and waste. | Other supplies. | | | |
| 1. Atchison, Topeka & Santa Fe..... | \$281,437 23 | \$1,752,598 65 | \$1,291,519 80 | \$122,701 09 | \$40,771 30 | \$36,680 43 | \$311,054 66 | \$516,716 07 | |
| 2. St. Louis & San Francisco..... | 76,610 14 | 409,905 72 | 363,972 38 | 33,265 24 | 10,263 68 | 7,400 94 | 19,384 61 | 78,195 05 | |
| 3. Chicago, Burlington & Quincy..... | 14,820 66 | 1,486,348 50 | 1,433,586 99 | 203,895 41 | 12,956 37 | 3,963,350 23 | 389,987 82 | 638,428 21 | |
| 4. Chicago Great Western..... | | 310,315 85 | 330,770 02 | 20,183 99 | 27,622 66 | | 231,819 30 | 64,519 99 | |
| 5. Chicago, Rock Island & Pacific..... | | 1,110,315 85 | 1,006,038 72 | 164,403 19 | 27,622 66 | | 819,784 09 | 133,432 15 | |
| 6. Hutchinson & Southern..... | | 4,159 90 | 4,947 79 | 31 73 | 259 22 | | 3,017 34 | | |
| 7. Kansas City Belt..... | | 10,067 06 | 8,313 64 | 979 95 | 400 20 | | | 17,715 76 | |
| 8. Kansas City Fort Scott & Memphis..... | 100,716 61 | 364,758 25 | 196,504 66 | 24,107 70 | 11,594 57 | 4,396 87 | 24,415 49 | 121,344 02 | |
| 9. Kansas City, Clinton & Springfield..... | 334 80 | 27,177 25 | 20,520 37 | 3,784 90 | 1,038 59 | 803 16 | 1,522 19 | | |
| 10. Kansas City, Pittsburg & Gulf..... | 6,880 98 | 32,370 57 | 28,612 02 | 2,695 35 | 1,488 79 | 560 80 | 3,016 53 | | |
| 11. Kansas City Suburban Belt..... | | | | | | | | | |
| Union Terminal..... | | | | | | | | | |
| 12. Leavenworth, Topeka & Southwestern..... | 69 60 | 4,485 30 | 7,363 73 | 201 02 | | 257 43 | 324 15 | 3,096 87 | |
| 13. Manhattan, Alma & Burlington..... | 235 39 | 2,426 43 | 4,031 79 | | 112 50 | 76 83 | 2,331 79 | 120 68 | |
| 14. Missouri, Kansas & Texas..... | 139,193 02 | 789,326 72 | 683,900 83 | 52,302 59 | 31,084 54 | 13,138 71 | 697,083 48 | 198,345 26 | |
| 15. Missouri Pacific..... | 75,270 24 | 890,594 65 | 683,405 75 | 80,012 33 | 34,765 94 | 11,613 45 | 635,340 06 | 314,970 15 | |
| 16. Central Branch Union Pacific..... | 5,920 18 | 60,696 52 | 63,685 59 | 5,978 09 | 1,816 33 | 48,685 74 | 7,442 92 | 2,951 88 | |
| 17. Kansas City Northwestern..... | 7,976 88 | 20,851 64 | 17,662 48 | 2,013 61 | 1,678 63 | 992 75 | 1,728 89 | 2,951 88 | |
| 18. Union Pacific..... | 144,616 83 | 1,024,848 25 | 971,035 46 | 61,218 41 | 41,346 41 | 11,988 30 | 192,118 70 | 265,592 15 | |
| 19. Junction City & Fort Kearney..... | 1,010 79 | 11,219 74 | 9,211 65 | 1,171 40 | 447 34 | 65 90 | 5,795 75 | 255,253 55 | |
| 20. Kansas Central..... | 1,259 50 | 11,328 43 | 6,816 64 | 4,490 86 | 362 71 | 83 72 | 1,169 38 | 1,024 69 | |
| 21. Omaha & Republican Valley..... | 7,810 83 | 56,801 63 | 65,409 99 | 1,440 94 | 1,996 62 | 361 62 | 5,868 83 | 2,469 81 | |
| 22. St. Joseph & Grand Island..... | 12,220 84 | 49,838 98 | 43,357 80 | 4,908 91 | 1,932 80 | 2,776 80 | 6,510 59 | 2,493 36 | |
| 23. Salina & Southwestern..... | 3,964 18 | 3,964 18 | 3,616 66 | 41 61 | 131 31 | 26 61 | 2,379 87 | 68 61 | |
| 24. Solomon..... | 702 92 | 5,572 42 | 5,440 61 | 146 52 | 196 33 | 32 38 | 626 60 | | |
| 25. Union Pacific, Lincoln & Colorado..... | 1,544 57 | 10,842 82 | 12,894 55 | 1,648 73 | 341 44 | 74 70 | 6,964 89 | 1,543 65 | |
| 26. Wichita & Western..... | 1,034 55 | 6,196 92 | 6,586 74 | 542 00 | 164 46 | 116 25 | 1,886 66 | 1,081 75 | |
| Totals..... | \$830,013 61 | \$6,398,900 00 | \$7,199,238 16 | \$791,658 77 | \$221,732 83 | \$455,187 73 | \$6,197,870 79 | \$2,238,807 75 | |

4. Oil, tallow and waste for locomotives.

TABLE 10—Continued. Operating Expenses. Conducting transportation.

| Roads. | Telegraph expenses. | Station service. | Station supplies. | Switching charges. (Balance.) | Car mileage. (Balance.) | Hire of equip-ment. | Loss and dam-ages. | Injuries to persons. | Clearing wrecks. |
|---|---------------------|------------------|-------------------|-------------------------------|-------------------------|---------------------|--------------------|----------------------|------------------|
| 1. Archison, Topeka & Santa Fe..... | \$336,821 23 | \$662,745 75 | \$69,921 40 | \$81,820 82 | \$279,910 36 | | \$90,292 00 | \$77,000 40 | \$15,121 85 |
| 2. St. Louis & San Francisco..... | 90,983 07 | 206,667 14 | 19,305 87 | | 176,848 48 | \$3,152 33 | 57,789 38 | 23,127 31 | 4,471 34 |
| 3. Chicago, Burlington & Quincy..... | 277,148 52 | 1,272,992 87 | 473,538 21 | | 44,933 53 | | 38,272 51 | *188,713 57 | |
| 4. Chicago, Great Western..... | 85,509 97 | 245,402 02 | 23,434 36 | 83,988 35 | 40,884 06 | | 73,852 45 | 41,083 21 | 10,247 22 |
| 5. Chicago, Rock Island & Pacific..... | 283,986 36 | 1,315,514 89 | 174,905 22 | | 113,478 10 | | 898 88 | 127,792 41 | |
| 6. Hutchinson & Southern..... | 358 40 | 5,021 56 | 40 42 | 355 39 | 127 93 | | 209 78 | | |
| 7. Kansas City Belt..... | 957 91 | 3,293 07 | 407 47 | | | | 30,866 71 | 796 18 | 12 08 |
| 8. Kansas City, Fort Scott & Memphis..... | 38,605 65 | 178,168 58 | 13,349 70 | | 7,298 05 | | 3,005 39 | 23,656 49 | 3,563 06 |
| 9. Kansas City, Clinton & Springfield..... | 1,486 32 | 14,947 80 | 1,090 54 | | 6,336 19 | 1,452 00 | 9,405 34 | *181 37 | 278 35 |
| 10. Kansas City, Pittsburg & Gulf..... | 5,679 80 | 25,729 36 | 1,881 51 | 28,746 67 | 5,253 56 | 230 19 | | 6,084 62 | 1,171 13 |
| 11. Kansas City Suburban Belt..... | | | | | | | | | |
| Union Terminal..... | | | | | | | | | |
| 12. Leavenworth, Topeka & Southwestern..... | 488 60 | 1,814 80 | 56 37 | 844 56 | 108 73 | 3,498 95 | 51 71 | 7 00 | |
| 13. Manhattan, Alma & Burlingame..... | 1,479 46 | 1,620 32 | 57 41 | | 929 23 | | 297 81 | 1 00 | 19 95 |
| 14. Missouri, Kansas & Texas..... | 182,645 07 | 284,714 02 | 26,138 01 | 78,757 62 | 320,865 95 | *160,879 48 | 140,911 27 | 135,591 94 | |
| 15. Missouri Pacific..... | 288,236 39 | 722,048 08 | 29,236 76 | 105,453 91 | 44,972 07 | | 70,782 45 | 47,977 92 | |
| 16. Central Branch Union Pacific..... | 22,760 00 | 35,646 25 | 2,024 51 | | | | 2,122 43 | 988 00 | |
| 17. Kansas City Northwestern..... | 8,429 19 | 12,623 84 | 704 83 | 5,198 16 | 645 26 | 452 50 | 1,112 12 | 1,443 52 | 81 22 |
| 18. Union Pacific..... | 218,284 49 | 434,085 67 | 34,337 74 | | 165,091 74 | | 58,836 74 | 43,734 56 | 6,689 47 |
| 19. Junction City & Fort Kearney..... | 4,165 88 | 7,890 39 | 34,807 15 | | 3,919 88 | 176 05 | 111 87 | 49 26 | 87 49 |
| 20. Kansas Central..... | 4,471 28 | 10,085 56 | 841 89 | | 2,362 43 | 4,631 03 | 717 54 | 492 23 | 180 97 |
| 21. Omaha & Republican Valley..... | 22,765 36 | 41,589 31 | 6,535 07 | 1,747 69 | 663 87 | 4,298 98 | 3,951 23 | 3,755 58 | 244 73 |
| 22. St. Joseph & Grand Island..... | 17,987 04 | 26,308 56 | 1,809 43 | 2,384 20 | 11,836 38 | 2,102 66 | 1,761 26 | 4,228 41 | 365 43 |
| 23. Salina & Southwestern..... | 1,011 39 | 2,962 08 | 1,239 33 | | 1,006 30 | 1,806 34 | 26 82 | 205 25 | |
| 24. Solomon..... | 2,304 07 | 4,532 63 | 250 91 | | 2,369 75 | 2,716 30 | 219 24 | 23 78 | |
| 25. Union Pacific, Lincoln & Colorado..... | 3,661 73 | 6,391 39 | 748 89 | | | | 763 77 | 116 12 | 16 74 |
| 26. Wichita & Western..... | 2,801 00 | 5,438 54 | 364 22 | | 1,535 98 | | 203 20 | 250 00 | |
| Totals..... | \$1,833,048 18 | \$5,837,324 61 | \$881,027 22 | \$399,327 37 | \$1,054,842 35 | \$185,396 81 | \$536,491 80 | \$724,068 76 | \$42,541 03 |
| | | | | | *176,868 48 | *11,925 00 | | *181 37 | |
| | | | | | \$877,773 87 | \$183,471 81 | | \$723,877 39 | |

5. Includes loss and damage.
 8. Includes car-mileage balance.
 11. Credit, and should be deducted from total.

TABLE 10 -- Continued. Operating Expenses. Conducting transportation.

| ROADS. | Advertis- ing. | Outside agencies. | Commis- sions. | Stock- yards and elevators. | Rents for tracks, yards, and terminals. | Rents of buildings and other property. | Station- ery and printing. | Other expenses. | Total. |
|---|-------------------|----------------------|-------------------|-----------------------------------|--|---|----------------------------------|--------------------|-----------------|
| 1. Atchison, Topeka & Santa Fe..... | \$30,615 90 | \$342,720 72 | \$61,559 93 | | \$431,216 69 | \$20,561 67 | \$83,633 23 | \$45,897 80 | \$6,336,626 65 |
| 2. St. Louis & San Francisco..... | 11,644 92 | 76,815 93 | 9,749 78 | \$2,643 15 | 82,147 73 | 31,238 41 | 24,823 06 | 98,052 84 | 2,025,926 84 |
| 3. Chicago, Burlington & Quincy..... | 81,193 82 | 214,123 15 | | | 171,748 66 | | | | 8,508,193 65 |
| 4. Chicago, Great Western..... | 57,069 48 | 114,958 02 | 11,787 07 | 6,730 32 | 342,629 69 | | 22,306 03 | 30,878 75 | 2,192,072 70 |
| 5. Chicago, Rock Island & Pacific..... | 20 00 | 413,870 04 | | | 367,720 19 | | 98,925 71 | 76,296 50 | 6,457,943 96 |
| 6. Hutchinson & Southern..... | | | | | 4,023 30 | | | 2,196 86 | 26,417 76 |
| 7. Kansas City Belt..... | 8,923 76 | 19,442 84 | 16,255 70 | 3,061 16 | 11,538 43 | 584 04 | 26,347 23 | | 43,949 22 |
| 8. Kansas City, Fort Scott & Memphis..... | 263 80 | | | | | 20,346 85 | 1,252 73 | 160 00 | 1,391,790 89 |
| 9. Kansas City, Clinton & Springfield..... | 3,219 57 | 1,877 86 | | | 59,826 00 | 1,425 00 | 4,271 79 | 1,356 65 | 109,460 20 |
| 10. Kansas City, Pittsburg & Gulf..... | | | | | | | | | 254,267 26 |
| 11. Kansas City Suburban Belt..... | | | | | | | | | |
| Union Terminal..... | 20 00 | | | 112 00 | 600 00 | | | | |
| 12. Leavenworth, Topeka & Southwestern..... | | | | | | | 183 23 | 148 61 | 25,612 78 |
| 13. Manhattan, Alma & Burlingame..... | 18 50 | | | | | | 199 80 | 11 84 | 14,799 10 |
| 14. Missouri, Kansas & Texas..... | 36,122 85 | 162,487 75 | 36,803 45 | | | | 51,514 80 | | 4,384,921 25 |
| 15. Missouri Pacific..... | 30,778 91 | 124,398 56 | 33,880 13 | | 7,382 04 | 14,124 07 | 42,081 03 | 435,050 82 | 5,245,669 00 |
| 16. Central Branch Union Pacific..... | 1,206 02 | 6,736 87 | 169 25 | | | | 2,311 12 | 517,702 35 | 339,666 98 |
| 17. Kansas City Northwestern..... | 170 00 | 520 76 | 6 25 | | 10,843 08 | 633 32 | 1,310 88 | 16,702 53 | 113,063 86 |
| 18. Union Pacific..... | 65,855 84 | 228,147 76 | 63,592 45 | | 83,672 90 | 13,848 05 | 35,676 84 | 321 89 | 4,681,496 97 |
| 19. Junction City & Fort Kearney..... | 116 90 | 494 19 | 450 04 | | 28 82 | 28 82 | 440 62 | | 51,692 12 |
| 20. Kansas Central..... | 190 42 | 1,161 62 | | | 5,691 55 | 209 07 | 627 57 | | 62,736 06 |
| 21. Omaha & Republican Valley..... | 2,211 51 | 5,596 75 | | | | 1,582 10 | 2,770 75 | | 275,751 56 |
| 22. St. Joseph & Grand Island..... | 551 76 | 6,016 26 | | | 58,120 03 | 7,487 77 | 4,763 17 | | 312,874 39 |
| 23. Salina & Southwestern..... | 110 78 | 357 81 | 3,746 75 | | | 131 46 | 176 60 | | 18,887 40 |
| 24. Solomon..... | 190 11 | 762 65 | | | | 23 33 | 304 08 | | 30,132 46 |
| 25. Union Pacific, Lincoln & Colorado..... | 139 81 | 1,037 98 | | | | 48 76 | 525 47 | | 49,482 69 |
| 26. Wichita & Western..... | 23 40 | 1,276 53 | | | 30 00 | | 339 37 | 91 86 | 33,090 04 |
| Totals..... | \$330,708 06 | \$1,751,504 10 | \$237,950 80 | \$12,546 63 | \$1,610,195 04 | \$113,050 98 | \$404,880 21 | \$1,254,899 30 | \$44,966,505 29 |

7. Includes advertising.

9. Includes \$361,335.10 for maintenance of joint tracks and terminals.

TABLE 10 — Concluded. Operating Expenses. General expenses.

| Roads. | Salaries of general officers. | Salaries of clerks and attendants. | General office expenses and supplies. | Insurance. | Law expenses. | Stationery and printing (general offices). | Other expenses. | Total. |
|---|-------------------------------|------------------------------------|---------------------------------------|--------------|---------------|--|-----------------|----------------|
| 1. Atchison, Topeka & Santa Fe. | \$139,095 93 | \$204,362 62 | \$73,739 68 | \$87,942 82 | \$138,012 94 | \$17,211 93 | \$17,876 61 | \$726,241 96 |
| 2. St. Louis & San Francisco. | 34,549 98 | 68,507 00 | 12,628 90 | 17,751 28 | 42,154 54 | 3,956 77 | 62,040 89 | 238,539 16 |
| 3. Chicago, Burlington & Quincy. | 54,929 70 | 736,866 17 | 191,442 20 | 80,843 66 | 93,797 39 | 5,066 15 | 1,108,035 57 | 1,108,035 57 |
| 4. Chicago Great Western. | 5,846 68 | 89,549 77 | 26,450 27 | 18,000 00 | 28,663 20 | 2,602 37 | 47,668 41 | 288,183 72 |
| 5. Chicago, Rock Island & Pacific. | 4,644 46 | 384,426 19 | 2,343 41 | 113,185 42 | 113,185 42 | 681 67 | 373,941 03 | 871,532 64 |
| 6. Hutchinson & Southern. | 40,700 00 | 3,729 77 | 1,125 11 | 870 82 | 138 49 | 438 93 | 600 00 | 9,976 75 |
| 7. Kansas City Belt. | 2,100 00 | 79,502 82 | 6,935 08 | 10,820 43 | 20,406 89 | 13,917 22 | 701 54 | 13,917 22 |
| 8. Kansas City, Fort Scott & Memphis. | 8,380 00 | 313 05 | 1,478 54 | 506 76 | 277 98 | 373 40 | 1,316 01 | 38,946 81 |
| 9. Kansas City, Clinton & Springfield. | 600 00 | 11,155 19 | 1,478 54 | 75 10 | 3,003 81 | 1,364 77 | 5,621 13 | 208,467 59 |
| 10. Kansas City, Pittsburg & Gulf. | 600 00 | 540 00 | 390 45 | 434 70 | 41 50 | 90 80 | 64 10 | 1,680 30 |
| 11. Kansas City Suburban Belt. | 1,000 00 | 1,215 01 | 390 45 | 337 77 | 3 00 | 90 80 | 18,287 45 | 3,038 06 |
| 12. Leavenworth, Topeka & Southwestern. | 107,341 31 | 385,417 44 | 22,371 84 | 26,213 10 | 125,997 92 | 7,188 78 | 26,681 61 | 642,819 84 |
| 13. Manhattan, Alma & Burlingame. | 22,566 28 | 51,379 79 | 4,564 71 | 44,900 00 | 99,497 34 | 16,072 86 | 26,681 61 | 265,612 59 |
| 14. Missouri, Kansas & Texas. | 1,450 04 | 2,771 23 | 247 20 | 3,600 00 | 12,558 44 | 936 12 | 3,322 61 | 24,865 64 |
| 15. Missouri Pacific. | 2,388 76 | 4,642 17 | 278 37 | 397 03 | 528 67 | 456 69 | 53 30 | 8,944 99 |
| 16. Central Branch Union Pacific. | 133,397 56 | 163,515 29 | 23,237 26 | 74,451 69 | 120,661 45 | 13,411 60 | 21,183 30 | 549,871 15 |
| 17. Kansas City Northwestern. | 445 09 | 1,283 44 | 152 77 | 1,432 00 | 1,024 84 | 66 16 | 29 12 | 3,433 42 |
| 18. Union Pacific. | 737 01 | 2,313 25 | 240 97 | 1,500 00 | 1,112 19 | 95 04 | 38 52 | 6,094 96 |
| 19. Junction City & Fort Kearney. | 3,619 19 | 9,159 12 | 861 59 | 2,581 08 | 6,957 12 | 434 41 | 136 20 | 23,468 81 |
| 20. Kansas Central. | 8,397 40 | 10,549 69 | 1,561 89 | 3,893 40 | 4,875 24 | 1,058 57 | 3,110 31 | 33,646 50 |
| 21. Omaha & Republican Valley. | 190 39 | 532 40 | 36 22 | 98 28 | 498 26 | 28 59 | 65 66 | 1,469 80 |
| 22. St. Joseph & Grand Island. | 364 84 | 967 35 | 106 00 | 219 36 | 596 69 | 53 24 | 45 26 | 2,353 04 |
| 23. Salina & Southwestern. | 691 20 | 1,761 60 | 227 51 | 1,387 88 | 1,887 88 | 109 90 | 50 66 | 5,966 26 |
| 24. Solomon. | 3,525 00 | 1,215 64 | 494 58 | 1,667 13 | 1,118 85 | 108 39 | 3 25 | 6,132 84 |
| 25. Union Pacific, Lincoln & Colorado. | | | | | | | | |
| 26. Wichita & Western. | | | | | | | | |
| Totals. | \$577,360 92 | \$2,163,392 11 | \$571,054 58 | \$578,482 01 | \$865,705 36 | \$79,767 68 | \$619,728 93 | \$5,055,461 59 |

6. Includes salaries of general officers.

TABLE 11.—Recapitulation of Operating Expenses.

| ROADS. | Mainten- ance of way and struc- tures. | Maintenance of equip- ment. | Conducting transporta- tion. | General expenses. | Total. | Percent- age of operat- ing ex- penses to earnings. |
|--|---|-----------------------------------|------------------------------------|-----------------------|------------------------|--|
| 1. Atchison, Topeka & Santa Fe..... | \$4,001,133 03 | \$2,525,771 18 | \$8,838,628 65 | \$728,241 98 | \$15,589,772 84 | 73.50 |
| 2. St. Louis & San Francisco..... | 3,763,376 93 | 339,822 27 | 2,023,925 94 | 238,839 19 | 3,367,915 20 | 61.45 |
| 3. Chicago, Burlington & Quincy..... | 3,514,844 44 | 2,857,369 29 | 3,908,193 65 | 1,108,035 51 | 10,088,542 96 | 72.53 |
| 4. Chicago Great Western..... | 650,229 51 | 542,376 17 | 2,192,072 70 | 286,193 72 | 3,662,872 40 | 77.68 |
| 5. Chicago, Rock Island & Pacific..... | 2,575,933 75 | 1,504,973 27 | 6,457,943 96 | 871,352 64 | 11,410,403 62 | 66.99 |
| 6. Hutchinson & Southern..... | 6,959 87 | 3,444 97 | 28,417 76 | 9,976 73 | 46,249 35 | 30.14 |
| 7. Kansas City Belt..... | 13,274 24 | 7,350 11 | 43,949 22 | 13,517 22 | 78,470 79 | 36.85 |
| 8. Kansas City, Fort Scott & Memphis..... | 463,815 05 | 521,225 57 | 1,891,730 89 | 208,467 89 | 2,665,239 10 | 66.37 |
| 9. Kansas City, Clinton & Springfield..... | 77,134 32 | 27,156 37 | 109,460 20 | 5,087 20 | 218,838 29 | 54.18 |
| 10. Kansas City, Pittsburg & Gulf..... | 104,421 29 | 56,685 28 | 234,267 26 | 26,001 54 | 441,375 37 | 78.00 |
| 11. Kansas City Suburban Belt Union Terminal..... | 18,491 44 | 2,218 64 | 25,512 78 | 1,680 30 | 48,003 16 | 109.74 |
| 12. Leavenworth, Topeka & Southwestern..... | 26,404 62 | 1,723 79 | 14,799 10 | 3,038 06 | 45,965 57 | 106.17 |
| 13. Manhattan, Alma & Burlingame..... | 1,635,951 30 | 796,122 17 | 4,384,921 25 | 642,819 84 | 7,449,814 56 | 67.00 |
| 14. Missouri, Kansas & Texas..... | 2,470,122 07 | 1,633,834 09 | 5,245,669 00 | 285,612 89 | 9,615,237 75 | 83.28 |
| 15. Missouri Pacific..... | 147,367 23 | 67,535 03 | 339,666 88 | 24,865 64 | 579,474 88 | 82.44 |
| 16. Central Branch Union Pacific..... | 82,215 98 | 68,066 52 | 118,083 36 | 8,944 99 | 272,310 85 | 93.29 |
| 17. Kansas City Northwestern..... | 1,406,966 70 | 2,147,627 47 | 4,061,486 97 | 549,571 15 | 8,765,942 29 | 62.24 |
| 18. Junction City & Fort Kearney..... | 25,618 03 | 5,345 29 | 51,682 12 | 3,433 82 | 86,086 96 | 92.14 |
| 19. Kansas Central..... | 71,011 07 | 5,186 36 | 62,736 06 | 6,094 98 | 145,027 47 | 102.97 |
| 20. Omaha & Republican Valley..... | 145,926 00 | 61,055 11 | 275,751 56 | 23,468 81 | 506,201 48 | 74.79 |
| 21. St. Joseph & Grand Island..... | 10,617 28 | 76,470 81 | 312,874 39 | 33,646 80 | 512,629 28 | 81.37 |
| 22. Salina & Southwestern..... | 18,867 40 | 1,651 11 | 18,867 40 | 1,469 80 | 32,625 39 | 63.61 |
| 23. Solomon..... | 13,926 88 | 3,532 43 | 30,132 46 | 2,353 04 | 49,944 81 | 82.20 |
| 24. Union Pacific, Lincoln & Colorado..... | 64,213 96 | 14,728 38 | 49,432 69 | 5,996 26 | 134,369 89 | 89.40 |
| 25. Wichita & Western..... | 44,156 16 | 6,215 79 | 33,060 04 | 6,132 84 | 89,564 83 | 124.48 |
| Totals..... | \$18,473,679 81 | \$13,437,466 47 | \$44,966,505 29 | \$5,055,461 59 | \$81,933,113 16 | 68.61 |

TABLE 11a.—Recapitulation of Operating Expenses, State of Kansas.

| Roads. | Maintenance of way and structures. | Maintenance of equipment. | Conducting transportation. | General expenses. | Totals. | Percentage of operating expenses to earnings. |
|---|------------------------------------|---------------------------|----------------------------|-------------------|----------------|---|
| 1. Atchison, Topeka & Santa Fe..... | | | | | | |
| 2. St. Louis & San Francisco..... | | | | | | |
| 3. Chicago, Burlington & Quincy..... | \$25,009 19 | \$21,695 05 | \$112,604 78 | \$10,727 75 | \$171,036 77 | 90.91 |
| 4. Chicago Great Western..... | | | | | | |
| 5. Chicago, Rock Island & Pacific..... | 6,399 87 | 3,444 97 | 25,417 76 | 9,976 75 | 45,209 35 | 90.14 |
| 6. Hutchinson & Southern..... | 3,926 52 | 2,168 25 | 13,000 18 | 4,116 71 | 23,211 66 | 86.85 |
| 7. Kansas City Belt..... | | | | | | |
| 8. Kansas City, Fort Scott & Memphis..... | | | | | | |
| 9. Kansas City, Clinton & Springfield..... | | | | | | |
| 10. Kansas City, Pittsburg & Gulf..... | | | | | | |
| 11. Kansas City Suburban Belt Union Terminal..... | | | | | | |
| 12. Leavenworth, Topeka & Southwestern..... | 18,491 44 | 2,218 64 | 25,612 78 | 1,690 30 | 48,003 16 | 109.74 |
| 13. Manhattan, Alma & Burlingame..... | 26,404 62 | 1,723 79 | 14,799 10 | 3,038 06 | 45,965 57 | 109.17 |
| 14. Missouri, Kansas & Texas..... | | | | | | |
| 15. Missouri Pacific..... | | | | | | |
| 16. Central Branch Union Pacific..... | 147,387 23 | 67,535 03 | 339,665 98 | 24,895 64 | 579,474 88 | 82.44 |
| 17. Kansas City Northwestern..... | 82,215 98 | 68,066 52 | 113,083 36 | 8,944 99 | 272,310 85 | 89.29 |
| 18. Union Pacific..... | | | | | | |
| 19. Junction City & Fort Kearney..... | 25,618 03 | 5,315 29 | 51,692 12 | 3,433 42 | 86,058 86 | 92.14 |
| 20. Kansas Central..... | 71,011 07 | 5,195 86 | 62,736 06 | 6,084 98 | 145,027 47 | 102.97 |
| 21. Omaha & Republican Valley..... | | | | | | |
| 22. St. Joseph & Grand Island..... | 62,290 66 | 49,298 10 | 210,699 60 | 23,035 06 | 345,313 42 | 78.05 |
| 23. Salina & Southwestern..... | 10,617 28 | 1,651 11 | 18,387 40 | 1,469 80 | 32,125 59 | 82.61 |
| 24. Solomon..... | 13,046 88 | 3,532 43 | 30,132 46 | 2,353 04 | 49,044 81 | 63.20 |
| 25. Union Pacific, Lincoln & Colorado..... | 64,213 56 | 14,728 38 | 49,432 69 | 5,966 26 | 134,340 89 | 83.10 |
| 26. Wichita & Western..... | 44,156 16 | 6,215 79 | • 351,090 04 | 6,132 84 | 89,594 83 | 124.49 |
| Totals..... | \$602,623 49 | \$252,808 71 | \$1,101,875 31 | \$111,855 60 | \$2,069,163 11 | 85.56 |

TABLE 12.—Employees and Salaries, Entire Line.

| Roads. | General officers. | | | Other officers. | | | General-office clerks. | | | Station-agents. | | |
|---|-------------------|-----------------------|--------------|-----------------|---------------------|--------------|------------------------|-----------------------|--------------|-----------------|-----------------------|--------------|
| | No. | Compensation. | | No. | Compensation. | | No. | Compensation. | | No. | Compensation. | |
| | | Total yearly. | Av. daily. | | Total yearly. | Av. daily. | | Total yearly. | Av. daily. | | Total yearly. | Av. daily. |
| 1. Atchison, Topeka & Santa Fe..... | 56 | \$355,485 24 | \$17 63 | 89 | \$164,831 68 | \$5 15 | 571 | \$428,007 80 | \$2 13 | 539 | \$315,514 20 | \$1 77 |
| 2. St. Louis & San Francisco..... | 13 | 78,979 13 | 16 60 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 122,575 44 | 1 30 |
| 3. Chicago, Burlington & Quincy..... | 130 | 490,137 03 | 10 67 | ..... | ..... | ..... | 726 | 107,047 69 | 2 15 | 240 | 423,575 44 | 1 66 |
| 4. Chicago, Rock Island & Pacific..... | 11 | 56,400 00 | 14 05 | 11 | 28,040 00 | 6 46 | 115 | 605,044 45 | 2 67 | 709 | 423,273 03 | 1 72 |
| 5. Hutchinson & Southern..... | 9 | 85,699 92 | 30 32 | 31 | 83,469 72 | 8 88 | 324 | 77,812 20 | 1 84 | 152 | 95,543 89 | 1 45 |
| 6. Kansas City & Southern..... | 7 | 8,846 83 | 4 51 | ..... | ..... | ..... | 2 | 247,316 50 | 2 41 | 483 | 282,683 24 | 1 44 |
| 7. Kansas City Belt..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | 346 50 | 2 81 | 9 | 4,781 56 | 1 45 |
| 8. Kansas City, Fort Scott & Memphis..... | 11 | 54,249 98 | 13 79 | 14 | 33,128 88 | 6 47 | 196 | 3,780 00 | 2 41 | 2 | 1,920 00 | 2 63 |
| 9. Kansas City, Clinton & Springfield..... | 2 | 2,100 00 | 2 87 | ..... | ..... | ..... | 1 | 170,190 00 | 2 38 | 110 | 66,416 72 | 1 66 |
| 10. Kansas City, Pittsburg & Gulf..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 12,220 11 | 1 32 |
| 11. Union Terminal..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 12. Leavenworth, Topeka & Southwestern..... | 1 | 600 00 | 1 91 | ..... | ..... | ..... | 1 | 540 00 | 1 72 | 4 | 1,860 00 | 1 48 |
| 13. Manhattan, Alma & Burlingame..... | 1 | 1,000 00 | 2 78 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1,989 12 | 1 14 |
| 14. Missouri, Kansas & Texas..... | 16 | 92,200 00 | 15 79 | 31 | 83,200 00 | 7 35 | 339 | 513,080 41 | 2 57 | 179 | 158,234 94 | 2 46 |
| 15. Missouri Pacific..... | 48 | 143,900 28 | 8 33 | ..... | ..... | ..... | 249 | 178,469 76 | 1 96 | 488 | 269,138 40 | 1 56 |
| 16. Central Branch Union Pacific..... | 9 | 16,027 32 | 4 92 | ..... | ..... | ..... | 17 | 7,793 00 | 1 75 | 21 | 6,096 00 | 1 82 |
| 17. Kansas City Northwestern..... | 12 | 2,694 60 | 3 66 | 8 | 4,308 00 | 3 63 | 312 | 270,522 58 | 2 18 | 128 | 104,394 24 | 2 31 |
| 18. Union Pacific, Northwestern..... | 23 | 161,587 47 | 24 27 | 33 | 85,437 12 | 8 38 | 26 | 5,853 40 | 2 18 | 140 | 5,885 40 | 1 88 |
| 19. Junction City & Fort Kearney..... | 21 | 1,212 35 | 5 73 | 12 | 1,215 06 | 5 46 | 27 | 5,329 15 | 24 | 44 | 7,588 80 | 1 88 |
| 20. Kansas Central..... | 21 | 4,168 94 | 1 53 | 12 | 7,218 12 | 5 08 | 39 | 15,707 46 | 36 | 35 | 24,035 20 | 2 01 |
| 21. Omaha & Republican Valley..... | 14 | 17,408 40 | 3 40 | 15 | 3,631 20 | 3 72 | 47 | 16,758 63 | 36 | 39 | 25,692 53 | 2 01 |
| 22. St. Joseph & Grand Island..... | 21 | 457 37 | 2 31 | 12 | 808 04 | 5 59 | 26 | 1,198 69 | 14 | 8 | 3,889 92 | 1 80 |
| 23. Salina & Southwestern..... | 21 | 832 71 | 3 36 | 12 | 1,941 84 | 4 41 | 27 | 2,490 96 | 26 | 13 | 6,235 44 | 1 47 |
| 24. Solomon..... | 21 | 457 37 | 2 31 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 25. Union Pacific, Lincoln & Colorado..... | 2 | 4,500 00 | 6 25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 26. Wichita & Western..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Totals..... | 496 | \$1,584,970 50 | ..... | 295 | \$497,283 54 | ..... | 3,226 | \$2,459,999 49 | ..... | 3,219 | \$1,978,975 30 | ..... |

TABLE 12 — Continued. Employees and Salaries, Entire Line.

| Roads. | Other station-men. | | | Enginemen. | | | Firemen. | | | Conductors. | | |
|---|--------------------|----------------|------------|------------|----------------|------------|----------|----------------|------------|-------------|----------------|------------|
| | No. | Compensation. | | No. | Compensation. | | No. | Compensation. | | No. | Compensation. | |
| | | Total yearly. | Av. daily. | | Total yearly. | Av. daily. | | Total yearly. | Av. daily. | | Total yearly. | Av. daily. |
| 1. Atchison, Topeka & Santa Fe..... | 1,314 | \$635,001 84 | \$1 62 | 696 | \$811,087 08 | \$1 37 | 717 | \$122,990 00 | \$2 63 | 476 | \$510,907 20 | \$1 35 |
| 2. St. Louis & San Francisco..... | 244 | 106,072 13 | 1 19 | 162 | 235,517 37 | 3 98 | 163 | 193,332 65 | 2 24 | 127 | 159,884 77 | 3 43 |
| 3. Chicago, Burlington & Quincy..... | 1,610 | 779,719 84 | 1 62 | 765 | 923,856 76 | 3 24 | 820 | 562,491 74 | 1 69 | 536 | 593,446 54 | 3 04 |
| 4. Chicago, Great Western..... | 1,196 | 102,001 20 | 1 47 | 140 | 177,604 80 | 3 48 | 140 | 103,746 60 | 2 03 | 108 | 110,405 80 | 2 86 |
| 5. Chicago, Rock Island & Pacific..... | 823 | 463,741 68 | 1 37 | 488 | 585,874 20 | 3 28 | 482 | 361,846 56 | 2 39 | 348 | 349,135 80 | 3 61 |
| 6. Hutchinson & Southern..... | 12 | 240 00 | 1 87 | 2 | 2,400 00 | 3 28 | 2 | 1,820 00 | 1 44 | 2 | 1,677 80 | 3 32 |
| 7. Kansas City Belt..... | 12 | 5,659 43 | 1 34 | 6 | 5,478 83 | 2 96 | 8 | 4,031 40 | 1 57 | 77 | 89,740 98 | 3 17 |
| 8. Kansas City, Fort Scott & Memphis..... | 206 | 116,170 68 | 1 62 | 108 | 155,253 98 | 4 00 | 113 | 93,170 97 | 2 25 | 9 | 10,921 85 | 3 18 |
| 9. Kansas City, Clinton & Springfield..... | 5 | 2,066 76 | 1 09 | 10 | 14,515 37 | 4 00 | 10 | 8,322 71 | 2 25 | | | |
| 10. Kansas City, Suburban Belt..... | | | | | | | | | | | | |
| 11. Union Terminal..... | | | | | | | | | | | | |
| 12. Leavenworth, Topeka & Southwestern..... | 1 | 180 00 | 1 80 | 2 | 2,304 61 | 3 67 | 2 | 1,428 80 | 2 27 | 1 | 900 00 | 2 83 |
| 13. Manhattan, Alma & Burlington..... | 2 | 156 00 | 1 70 | 1 | 1,500 00 | 4 79 | 1 | 780 00 | 2 49 | 1 | 690 00 | 3 45 |
| 14. Missouri, Kansas & Texas..... | 408 | 249,887 18 | 1 63 | 293 | 407,517 00 | 3 87 | 290 | 246,842 87 | 2 36 | 257 | 276,376 54 | 2 69 |
| 15. Missouri Pacific..... | 570 | 301,984 20 | 1 63 | 351 | 450,715 80 | 3 62 | 379 | 270,846 72 | 2 16 | 327 | 250,143 60 | 3 19 |
| 16. Central Branch Union Pacific..... | 43 | 19,687 20 | 1 37 | 10 | 35,628 32 | 3 32 | 34 | 20,742 80 | 1 96 | 26 | 20,408 60 | 3 20 |
| 17. Kansas City Northwestern..... | | | | | | | | | | | | |
| 18. Union Pacific, City & Fort Kearney..... | 537 | 340,764 00 | 1 04 | 384 | 436,843 68 | 3 39 | 379 | 260,815 24 | 2 29 | 27 | 7,015 20 | 3 16 |
| 19. Kansas City & Fort Kearney..... | 6 | 1,158 00 | 1 93 | 5 | 5,944 80 | 3 78 | 5 | 3,515 40 | 2 24 | 4 | 4,015 92 | 3 89 |
| 20. Kansas Central..... | 5 | 2,377 86 | 1 75 | 5 | 5,635 00 | 3 74 | 5 | 3,898 60 | 2 34 | 4 | 3,820 84 | 3 59 |
| 21. Omaha & Republican Valley..... | 20 | 10,777 20 | 1 09 | 22 | 30,155 40 | 3 76 | 22 | 17,941 80 | 2 24 | 16 | 19,763 08 | 3 21 |
| 22. St. Joseph & Grand Island..... | 20 | 10,997 05 | 1 65 | 21 | 24,659 20 | 4 76 | 21 | 14,530 25 | 2 81 | 18 | 16,384 08 | 3 70 |
| 23. Salina & Southwestern..... | 3 | 753 60 | 1 65 | 2 | 2,019 00 | 3 61 | 2 | 1,260 60 | 2 19 | 1 | 1,384 76 | 3 07 |
| 24. Solomon..... | 3 | 501 00 | 1 65 | 3 | 2,288 20 | 3 61 | 2 | 1,878 00 | 2 37 | 2 | 2,642 82 | 3 61 |
| 25. Union Pacific, Lincoln & Colorado..... | 1 | 302 40 | 1 31 | 5 | 3,369 40 | 3 83 | 7 | 5,054 40 | 2 25 | 5 | 5,186 40 | 2 98 |
| 26. Wichita & Western..... | 3 | 800 00 | 1 83 | 2 | 2,610 00 | 3 67 | 2 | 1,560 00 | 2 17 | 2 | 2,160 00 | 3 00 |
| Totals..... | 6,084 | \$3,090,379 35 | | 3,527 | \$4,338,432 28 | | 3,617 | \$2,917,556 83 | | 2,500 | \$2,651,901 86 | |

TABLE 12 —Continued. Employees and Salaries, Entire Line.

| ROADS. | Other trainmen. | | | Machinists. | | | Carpenters. | | | Other shopmen. | | |
|--|-----------------|----------------|------------|-------------|----------------|------------|-------------|----------------|------------|----------------|----------------|------------|
| | No. | Compensation. | | No. | Compensation. | | No. | Compensation. | | No. | Compensation. | |
| | | Total yearly. | Av. daily. | | Total yearly. | Av. daily. | | Total yearly. | Av. daily. | | Total yearly. | Av. daily. |
| 1. Atchison, Topeka & Santa Fe..... | 978 | \$637,181 16 | \$2 12 | 537 | \$271,791 60 | \$2 33 | 282 | \$134,435 40 | \$2 22 | 3,020 | \$1,483,556 00 | \$1 84 |
| 2. St. Louis & San Franc. co..... | 274 | 192,680 32 | 1 91 | 162 | 114,085 99 | 2 23 | 186 | 124,745 67 | 2 13 | 411 | 210,850 68 | 1 52 |
| 3. Chicago, Burlington & Quincy..... | 1,107 | 704,831 32 | 1 75 | 805 | 490,861 58 | 1 95 | 1,003 | 599,830 86 | 1 93 | 3,717 | 1,874,480 74 | 1 62 |
| 4. Chicago, Great Western..... | 240 | 117,336 80 | 1 34 | 73 | 60,830 40 | 2 28 | 138 | 88,500 00 | 1 75 | 261 | 225,444 24 | 2 36 |
| 5. Chicago, Rock Island & Pacific..... | 682 | 432,487 52 | 2 02 | 507 | 261,338 76 | 1 89 | 488 | 286,218 36 | 2 27 | 1,137 | 570,595 08 | 1 72 |
| 6. Hutchinson & Southern..... | 3 | 1,139 84 | 2 01 | 2 | 957 50 | 2 50 | 4 | 2,884 35 | 2 19 | 4 | 1,080 00 | 1 78 |
| 7. Kansas City Belt..... | 170 | 121,387 91 | 1 95 | 2 | 2,378 80 | 3 80 | 4 | 132,837 47 | 2 27 | 4 | 2,812 50 | 2 18 |
| 8. Kansas City, Fort Scott & Memphis..... | 21 | 12,883 71 | 1 90 | 88 | 63,633 60 | 2 32 | 196 | 6,440 08 | 2 43 | 113 | 76,172 78 | 2 14 |
| 9. Kansas City, Pittsburg & Springfield..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 10. Kansas City, Suburban Belt..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 11. Union Terminal..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 12. Leavenworth, Topeka & Southwestern..... | 2 | 943 26 | 2 03 | ..... | ..... | ..... | 4 | 2,385 44 | 1 89 | ..... | ..... | ..... |
| 13. Manhattan, Alma & Burlingame..... | 2 | 1,440 00 | 2 30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 600 00 | 1 67 |
| 14. Missouri, Kansas & Texas..... | 560 | 349,516 53 | 1 99 | 135 | 126,017 95 | 2 98 | 329 | 254,896 14 | 2 47 | 826 | 508,758 43 | 1 97 |
| 15. Missouri Pacific..... | 714 | 363,176 40 | 1 98 | 226 | 135,136 20 | 2 71 | 401 | 228,216 60 | 2 35 | 919 | 414,768 00 | 1 94 |
| 16. Central Branch Union Pacific..... | 53 | 26,981 00 | 2 11 | 13 | 7,163 40 | 2 75 | 32 | 15,246 00 | 2 33 | 74 | 36,253 20 | 1 98 |
| 17. Kansas City Northwestern..... | 15 | 7,323 00 | 1 85 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4,228 80 | 1 84 |
| 18. Union Pacific..... | 337 | 231,067 56 | 2 06 | 512 | 283,452 60 | 3 02 | 396 | 207,907 92 | 2 61 | 1,730 | 719,449 48 | 2 32 |
| 19. Junction City & Fort Kearney..... | 2 | 1,776 00 | 2 64 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 275 16 | 2 72 |
| 20. Kansas Central..... | 6 | 2,872 32 | 2 63 | 1 | 43 56 | 3 11 | 7 | 3,641 76 | 1 87 | 7 | 275 16 | 2 72 |
| 21. Omaha & Republican Valley..... | 29 | 22,921 32 | 2 31 | 1 | 410 64 | 2 74 | 7 | 3,538 20 | 2 32 | 7 | 4,055 64 | 2 30 |
| 22. St. Joseph & Grand Island..... | 26 | 18,400 25 | 2 47 | 1 | 1,228 80 | 2 81 | 13 | 12,071 40 | 2 65 | 7 | 4,641 12 | 2 27 |
| 23. Salina & Southwestern..... | 1 | 885 60 | 1 99 | 1 | 688 75 | 2 48 | 12 | 8,915 00 | 2 87 | 9 | 6,915 90 | 2 06 |
| 24. Solomon..... | 1 | 867 60 | 1 99 | ..... | ..... | ..... | 1 | 462 00 | 2 41 | 1 | 91 08 | 2 28 |
| 25. Union Pacific, Lincoln & Colorado..... | 5 | 4,017 60 | 2 68 | ..... | ..... | ..... | 1 | 387 00 | 2 15 | 1 | 72 88 | 2 20 |
| 26. Wichita & Western..... | 2 | 1,440 00 | 2 00 | ..... | ..... | ..... | 27 | 18,982 20 | 2 25 | 1 | 500 00 | 2 25 |
| Totals..... | 5,230 | \$3,253,273 51 | ..... | 3,086 | \$1,820,655 13 | ..... | 3,495 | \$2,132,441 85 | ..... | 12,280 | \$6,295,644 31 | ..... |

TABLE 12—Continued. Employees and Salaries, Entire Line.

| ROADS. | Section foremen. | | | Other trackmen. | | | Switchmen, flagmen, and watchmen. | | | Telegraph operators and dispatchers. | | |
|--|------------------|----------------|------------|-----------------|----------------|------------|-----------------------------------|----------------|------------|--------------------------------------|----------------|------------|
| | No. | Compensation. | | No. | Compensation. | | No. | Compensation. | | No. | Compensation. | |
| | | Total yearly. | Av. daily. | | Total yearly. | Av. daily. | | Total yearly. | Av. daily. | | Total yearly. | Av. daily. |
| 1. Atchison, Topeka, & Santa Fe | 722 | \$434,856 00 | \$1 68 | 5,097 | \$1,290,153 44 | \$1 72 | 587 | \$992,585 48 | \$2 46 | 213 | \$163,204 84 | \$2 74 |
| 2. St. Louis & San Francisco | 212 | 104,745 15 | 1 55 | 553 | 1,24,505 89 | 1 11 | 80 | 35,914 02 | 2 54 | 135 | 85,068 67 | 1 71 |
| 3. Chicago, Burlington & Quincy | 1,004 | 541,182 44 | 1 50 | 3,110 | 1,194,631 71 | 1 51 | 974 | 638,428 21 | 2 30 | 412 | 271,148 62 | 1 35 |
| 4. Chicago Great Western | 152 | 81,420 00 | 1 52 | 478 | 213,949 00 | 1 54 | 172 | 60,259 20 | 2 31 | 91 | 55,479 00 | 2 67 |
| 5. Chicago, Rock Island & Pacific | 572 | 327,451 32 | 1 52 | 2,616 | 1,082,446 08 | 1 52 | 609 | 402,463 92 | 2 10 | 239 | 194,894 52 | 2 40 |
| 6. Hutchinson & Southern | 1 | 340 00 | 1 47 | 33 | 12,310 50 | 1 10 | 45 | 28,187 55 | 1 84 | 2 | 1,560 00 | 2 13 |
| 7. Kansas City Belt | 108 | 8,660 00 | 2 67 | 368 | 13,292 23 | 1 53 | 145 | 121,865 04 | 2 33 | 53 | 42,183 95 | 2 17 |
| 8. Kansas City, Fort Scott & Memphis | 108 | 62,663 46 | 1 58 | 368 | 183,784 26 | 1 50 | 145 | 121,865 04 | 2 33 | 53 | 42,183 95 | 2 17 |
| 9. Kansas City, Clinton & Springfield | 21 | 11,340 00 | 1 48 | 60 | 21,951 24 | 1 13 | 2 | | | 2 | 1,384 42 | 2 02 |
| 10. Kansas City, Pittsburg & Gulf | | | | | | | | | | | | |
| 11. Kansas City Suburban Belt Union Terminal | | | | | | | | | | | | |
| 12. Leavenworth, Topeka & Southwestern | 8 | 4,350 00 | 1 74 | 14 | 5,522 29 | 1 57 | 8 | 4,250 74 | 1 65 | | | |
| 13. Manhattan, Alma & Burlingame | 362 | 237,916 62 | 1 58 | 1,253 | 4,365 20 | 1 23 | 256 | 213,315 28 | 2 31 | 263 | 189,056 93 | 2 00 |
| 14. Missouri, Kansas & Texas | 464 | 248,054 60 | 1 50 | 1,950 | 695,811 27 | 1 22 | 478 | 301,448 40 | 2 40 | 240 | 178,603 80 | 2 25 |
| 15. Missouri Pacific | 55 | 28,227 00 | 1 16 | 179 | 19,109 40 | 1 13 | 38 | 26,376 60 | 2 40 | 14 | 10,640 28 | 2 46 |
| 16. Central Branch Union Pacific | 24 | 13,101 00 | 1 51 | 84 | 30,291 00 | 1 10 | 7 | 4,512 00 | 2 78 | 27 | 9,080 00 | 1 46 |
| 17. Kansas City Northwestern | 313 | 223,863 84 | 2 02 | 2,063 | 671,848 32 | 1 40 | 419 | 301,096 32 | 2 31 | 239 | 191,089 32 | 2 30 |
| 18. Union Pacific | 8 | 4,800 00 | 1 67 | 26 | 9,120 00 | 1 23 | 1 | 237 12 | 2 22 | 6 | 3,315 48 | 2 01 |
| 19. Junction City & Fort Kearney | 16 | 9,692 20 | 1 67 | 32 | 17,019 00 | 1 23 | 1 | 663 84 | 2 62 | 7 | 3,594 60 | 1 83 |
| 20. Kansas Central | 19 | 11,145 96 | 1 80 | 246 | 53,167 84 | 1 29 | 4 | 1,998 88 | 1 63 | 35 | 21,227 88 | 1 84 |
| 21. Omaha & Republican Valley | 37 | 27,320 00 | 1 65 | 55 | 14,369 25 | 1 20 | 4 | 2,472 60 | 1 83 | 24 | 15,079 00 | 1 96 |
| 22. St. Joseph & Grand Island | 4 | 1,800 00 | 1 67 | 13 | 2,857 20 | 1 23 | 1 | 25 20 | 2 29 | 1 | 806 40 | 1 75 |
| 23. Salina & Southwestern | 6 | 3,433 60 | 1 66 | 124 | 6,860 60 | 1 23 | 1 | | | 3 | 2,066 56 | 1 63 |
| 24. Solomon | 16 | 7,839 60 | 1 66 | 141 | 23,620 80 | 1 23 | 1 | 67 20 | 2 32 | 1 | 3,691 44 | 1 84 |
| 25. Union Pacific, Lincoln & Colorado | 13 | 7,260 00 | 1 55 | 27 | 7,117 32 | 1 23 | | | | | | |
| 26. Wichita & Western | | | | | | | | | | | | |
| Totals | 4,148 | \$2,399,285 79 | | 18,969 | \$6,106,997 06 | | 3,708 | \$2,557,607 53 | | 2,063 | \$1,469,847 61 | |

TABLE 12—Continued. Employees and Salaries, Entire Line.

| Roads. | All other employees and laborers. | | | Total, including general officers. | | | Total, excluding general officers. | | |
|---|-----------------------------------|----------------|------------|------------------------------------|-----------------|------------|------------------------------------|-----------------|------------|
| | No. | Compensation. | | No. | Compensation. | | No. | Compensation. | |
| | | Total yearly. | Av. daily. | | Total yearly. | Av. daily. | | Total yearly. | Av. daily. |
| 1. Atchison, Topeka & Santa Fe..... | 1,381 | \$908,537 08 | \$2 12 | 17,245 | \$9,299,144 01 | \$2 05 | 17,189 | \$8,913,658 80 | \$1 99 |
| 2. St. Louis & San Francisco..... | 295 | 231,922 34 | 2 14 | 3,463 | 2,287,950 92 | 1 84 | 3,380 | 2,208,971 79 | 1 84 |
| 3. Chicago, Burlington & Quincy..... | 488 | 283,546 69 | 1 95 | 17,986 | 10,917,620 46 | 1 80 | 17,866 | 10,427,583 43 | 1 77 |
| 4. Chicago Great Western..... | 245 | 154,774 75 | 1 71 | 2,620 | 1,812,764 38 | 1 89 | 2,609 | 1,756,364 38 | 1 84 |
| 5. Chicago, Rock Island & Pacific..... | 521 | 410,369 76 | 2 51 | 10,519 | 6,388,945 64 | 1 97 | 10,510 | 6,283,245 72 | 1 95 |
| 6. Hutchinson & Southern..... | 28 | 2,954 79 | 1 36 | 68 | 26,294 87 | 1 77 | 63 | 20,448 19 | 1 57 |
| 7. Kansas City Belt..... | ..... | ..... | ..... | 134 | 84,075 11 | 1 91 | 127 | 75,595 11 | 1 79 |
| 8. Kansas City, Fort Scott & Memphis..... | 455 | 267,762 05 | 1 73 | 2,520 | 1,806,062 59 | 2 07 | 2,509 | 1,751,812 63 | 2 02 |
| 9. Kansas City, Clinton & Springfield..... | 28 | 14,362 15 | 1 47 | 202 | 118,534 10 | 1 71 | 200 | 116,434 10 | 1 69 |
| 10. Kansas City, Pittsburg & Gulf..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 11. Kansas City Suburban Belt..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Union Terminal..... | 2 | 50 00 | 2 50 | 50 | 25,413 14 | 1 70 | 49 | 24,813 14 | 1 50 |
| 12. Leavenworth, Topeka & Southwestern..... | ..... | ..... | ..... | 45 | 20,608 12 | 1 54 | 44 | 19,608 12 | 1 50 |
| 13. Manhattan, Alma & Burlingame..... | ..... | ..... | ..... | 6,585 | 4,613,123 38 | 2 11 | 6,579 | 4,520,923 38 | 2 07 |
| 14. Missouri, Kansas & Texas..... | 1,401 | 720,721 44 | 1 65 | 9,183 | 4,972,983 00 | 1 92 | 9,135 | 4,829,082 72 | 1 88 |
| 15. Missouri Pacific..... | 144 | 60,021 84 | 1 58 | 765 | 388,234 44 | 1 91 | 756 | 372,207 12 | 1 86 |
| 16. Central Branch Union Pacific..... | 27 | 14,435 40 | 2 09 | 281 | 126,209 40 | 1 67 | 269 | 123,514 80 | 1 65 |
| 17. Kansas City Northwestern..... | 1,256 | 886,669 92 | 2 24 | 9,238 | 5,791,392 99 | 2 20 | 9,215 | 5,629,541 73 | 2 17 |
| 18. Union Pacific..... | 9 | 7,209 96 | 2 78 | 149 | 54,425 54 | 1 40 | 128 | 53,838 08 | 1 47 |
| 19. Junction City & Fort Kearney..... | ..... | ..... | ..... | 203 | 82,038 23 | 1 51 | 189 | 80,825 88 | 1 56 |
| 20. Kansas Central..... | 19 | 11,862 24 | 2 06 | 612 | 309,352 97 | 1 88 | 612 | 305,185 98 | 1 88 |
| 21. Omaha & Republican Valley..... | 70 | 50,882 52 | 2 27 | 233 | 241,286 03 | 1 96 | 223 | 223,877 63 | 1 93 |
| 22. St. Joseph & Grand Island..... | 46 | 22,965 60 | 1 90 | 406 | 16,910 73 | 1 83 | 392 | 16,706 94 | 1 83 |
| 23. Salina & Southwestern..... | 4 | 1,537 41 | 2 14 | 96 | 30,620 70 | 1 15 | 96 | 30,163 33 | 1 23 |
| 24. Solomon..... | 5 | 2,721 00 | 2 67 | 117 | 104,388 83 | 1 64 | 288 | 103,506 12 | 1 66 |
| 25. Union Pacific, Lincoln & Colorado..... | 22 | 14,743 56 | 2 63 | 309 | 35,924 84 | 1 73 | 68 | 31,424 84 | 1 66 |
| 26. Wichita & Western..... | 4 | 1,007 52 | 1 61 | 70 | ..... | ..... | ..... | ..... | ..... |
| Totals..... | 6,911 | \$4,278,852 46 | ..... | 82,444 | \$49,534,304 45 | ..... | 82,348 | \$47,949,283 95 | ..... |

TABLE 12—Continued. Employees and Salaries, Entire Line.

| ROADS. | | Distribution of same. | | | | | | | | | | | |
|--------|---|-------------------------|----------------|------------|------------------------------------|-----------------|------------|---------------------------|----------------|------------|----------------------------|-----------------|------------|
| | | General administration. | | | Maintenance of way and structures. | | | Maintenance of equipment. | | | Conducting transportation. | | |
| | | No. | Total yearly. | Av. daily. | No. | Total yearly. | Av. daily. | No. | Total yearly. | Av. daily. | No. | Total yearly. | Av. daily. |
| 1. | Atchison, Topeka & Santa Fe..... | 868 | \$972,357 72 | \$3 23 | 6,642 | \$2,210,736 00 | \$1 44 | 3,846 | \$1,853,833 00 | \$1 93 | 5,869 | \$4,292,167 32 | \$2 47 |
| 2. | St. Louis & San Francisco..... | 99 | 136,824 38 | 3 78 | 968 | 472,310 96 | 1 35 | 663 | 380,238 37 | 1 85 | 1,678 | 1,286,647 31 | 2 11 |
| 3. | Chicago, Burlington & Quincy..... | 866 | 1,085,061 48 | 4 02 | 5,309 | 2,358,295 90 | 1 39 | 4,688 | 2,463,191 22 | 1 68 | 7,146 | 5,001,050 96 | 2 00 |
| 4. | Chicago Great Western..... | 137 | 159,742 20 | 3 19 | 780 | 410,723 12 | 1 44 | 523 | 407,277 34 | 2 13 | 1,180 | 838,021 72 | 1 93 |
| 5. | Chicago, Rock Island & Pacific..... | 364 | 417,018 84 | 3 65 | 3,963 | 1,546,427 52 | 1 38 | 2,308 | 1,255,552 12 | 1 93 | 4,226 | 3,149,947 36 | 2 34 |
| 6. | Hutchinson & Southern..... | 7 | 6,184 18 | 2 71 | 36 | 6,305 29 | 1 24 | 4 | 2,037 50 | 2 08 | 21 | 11,758 90 | 1 79 |
| 7. | Kansas City Belt..... | 12 | 12,260 00 | 3 36 | 37 | 16,952 23 | 1 41 | 6 | 5,191 30 | 2 71 | 79 | 49,671 56 | 1 87 |
| 8. | Kansas City, Fort Scott & Memphis..... | 221 | 258,031 18 | 3 19 | 615 | 299,072 05 | 1 48 | 479 | 316,488 88 | 2 05 | 1,215 | 922,420 43 | 2 14 |
| 9. | Kansas City, Clinton & Springfield..... | 3 | 2,280 00 | 2 08 | 97 | 45,024 32 | 1 41 | 2 | 1,366 40 | 1 74 | 100 | 69,843 38 | 1 97 |
| 10. | Kansas City, Pittsburg & Gulf..... | | | | | | | | | | | | |
| 11. | Kansas City Suburban Belt..... | | | | | | | | | | | | |
| | Union Terminal..... | 4 | 1,190 00 | 1 80 | 22 | 9,972 29 | 1 41 | | | | | | |
| 12. | Leavenworth, Topeka & Southwestern..... | 1 | 1,000 00 | 2 78 | 31 | 12,063 00 | 1 35 | 1 | 600 00 | 1 67 | 24 | 14,250 85 | 1 93 |
| 13. | Manhattan, Alma & Burlingame..... | 386 | 488,480 41 | 3 51 | 2,435 | 1,199,565 50 | 1 54 | 1,114 | 734,667 85 | 2 11 | 2,660 | 2,190,389 62 | 2 37 |
| 14. | Missouri, Kansas & Texas..... | 411 | 427,130 28 | 2 89 | 2,850 | 974,236 20 | 1 33 | 1,620 | 886,788 20 | 2 07 | 4,302 | 2,734,828 32 | 2 10 |
| 15. | Missouri Pacific..... | 82 | 34,561 76 | 3 03 | 243 | 77,996 40 | 1 49 | 98 | 47,673 00 | 2 04 | 392 | 227,663 28 | 1 97 |
| 16. | Central Branch Union Pacific..... | 23 | 10,884 60 | 2 49 | 114 | 56,870 40 | 1 35 | 7 | 4,228 80 | 1 84 | 107 | 54,225 60 | 2 02 |
| 17. | Kansas City Northwestern..... | 308 | 427,106 19 | 3 99 | 2,592 | 1,057,554 36 | 1 62 | 2,987 | 1,626,470 64 | 2 41 | 3,361 | 2,680,261 80 | 2 46 |
| 18. | Union Pacific..... | 46 | 2,832 82 | 2 26 | 44 | 20,732 52 | 1 61 | 6 | 732 48 | 2 86 | 53 | 30,027 72 | 2 11 |
| 19. | Junction City & Fort Kearney..... | 51 | 7,033 91 | 5 55 | 72 | 38,219 72 | 1 52 | 12 | 5,114 64 | 2 34 | 68 | 36,669 96 | 2 21 |
| 20. | Kansas Central..... | 57 | 16,899 89 | 1 10 | 308 | 104,742 84 | 1 61 | 16 | 10,202 52 | 2 61 | 242 | 177,507 72 | 2 21 |
| 21. | Omaha & Republican Valley..... | 64 | 37,776 23 | 1 57 | 20 | 55,198 35 | 1 62 | 10 | 7,622 15 | 2 09 | 206 | 140,689 30 | 2 36 |
| 22. | St. Joseph & Grand Island..... | 48 | 962 73 | 9 | 20 | 2,192 00 | 1 49 | 5 | 284 12 | 2 78 | 25 | 10,369 20 | 1 79 |
| 23. | Sulpha & Southwestern..... | 46 | 2,280 42 | 20 | 33 | 11,055 72 | 1 46 | 5 | 294 12 | 3 10 | 33 | 16,990 44 | 2 28 |
| 24. | Solomon..... | 47 | 4,249 91 | 36 | 198 | 61,291 56 | 1 73 | 5 | 686 64 | 3 04 | 59 | 38,160 72 | 2 12 |
| 25. | Union Pacific, Lincoln & Colorado..... | 4 | 5,640 00 | 3 92 | 44 | 15,984 54 | 1 49 | 1 | 500 00 | 1 39 | 21 | 13,800 00 | 1 83 |
| 26. | Wichita & Western..... | 4 | | | | | | | | | | | |
| | Totals..... | 4,113 | \$4,528,368 13 | | 27,216 | \$11,091,691 61 | | 18,366 | \$9,961,009 17 | | 53,149 | \$23,983,236 54 | |

TABLE 12—Continued. Employees and Salaries, Entire Line.

| | Distribution of same. | | | | Distribution of same for Kansas. | | | |
|---|------------------------------------|-----------------|------------------------------------|-----------------|----------------------------------|--------------|------------------------------------|----------------|
| | Total, including general officers. | | Total, excluding general officers. | | General administration. | | Maintenance of way and structures. | |
| | Compensation. | | Compensation. | | Compensation. | | Compensation. | |
| | No. | Av. daily. | No. | Av. daily. | No. | Av. daily. | No. | Av. daily. |
| 1. Atchison, Topeka & Santa Fe..... | 17,245 | \$2 05 | 17,189 | \$1 99 | 674 | \$2 44 | 3,161 | \$1 45 |
| 2. St. Louis & San Francisco..... | 3,403 | 2 257 | 3,380 | 2 208 | 1 | 7 38 | 266 | 1 30 |
| 3. Chicago, Burlington & Quincy..... | 17,996 | 1 84 | 17,866 | 1 84 | 1 | 7 38 | 120 | 1 29 |
| 4. Chicago Great Western..... | 2,620 | 1 812 | 2,609 | 1 783 | 52 | 4 33 | 31 | 1 45 |
| 5. Chicago, Rock Island & Pacific..... | 10,519 | 6 388 | 10,510 | 6 253 | 7 | 2 71 | 36 | 1 24 |
| 6. Hutchinson & Southern..... | 68 | 26 294 | 67 | 25 448 | 1 | 1 57 | 4 | 1 24 |
| 7. Kansas City Belt..... | 134 | 84 075 | 127 | 75 595 | 1 | 2 02 | 4 | 1 58 |
| 8. Kansas City, Fort Scott & Memphis..... | 2,520 | 1 846 | 2,509 | 1 751 | 10 | 3 894 | 180 | 1 58 |
| 9. Kansas City, Clinton & Springfield..... | 202 | 118 334 | 200 | 116 434 | 1 | 1 69 | 10 | 1 24 |
| 10. Kansas City, Pittsburg & Gulf..... | | | | | | | | |
| 11. Kansas City Suburban Belt..... | | | | | | | | |
| 12. Leavenworth, Topeka & Southwestern..... | 50 | 25 413 | 49 | 24 813 | 1 | 1 50 | 22 | 1 44 |
| 13. Manhattan, Alma & Burlington..... | 45 | 20 608 | 44 | 19 608 | 1 | 2 78 | 31 | 1 35 |
| 14. Missouri, Kansas & Texas..... | 6,955 | 4 613 | 6,579 | 4 520 | 1 | 2 07 | 1 | 1 85 |
| 15. Missouri, Pacific..... | 9,183 | 4 972 | 9,135 | 4 829 | 163 | 2 95 | 1,692 | 1 42 |
| 16. Central Branch Union Pacific..... | 765 | 398 234 | 761 | 372 207 | 23 | 3 33 | 243 | 1 32 |
| 17. Kansas City Northwestern..... | 281 | 128 399 | 269 | 123 514 | 14 | 1 65 | 144 | 1 42 |
| 18. Kansas City, Fort Kearney..... | 9,238 | 5 791 | 9,215 | 5 629 | 43 | 3 82 | 489 | 1 42 |
| 19. Junction City & Fort Kearney..... | 149 | 54 325 | 140 | 53 838 | 1 | 4 51 | 20 | 1 80 |
| 20. Kansas Central..... | 210 | 32 038 | 202 | 30 825 | 35 | 6 28 | 79 | 1 80 |
| 21. Omaha & Republican Valley..... | 623 | 309 352 | 602 | 305 185 | 1 | 1 97 | 20 | 1 58 |
| 22. St. Joseph & Grand Island..... | 406 | 241 245 | 397 | 223 877 | 1 | 4 86 | 87 | 1 48 |
| 23. Salina & Southwestern..... | 96 | 16 910 | 96 | 16 706 | 1 | 4 82 | 10 | 1 45 |
| 24. Solomon..... | 117 | 30 620 | 98 | 30 163 | 1 | 1 66 | 33 | 1 45 |
| 25. Union Pacific, Lincoln & Colorado..... | 309 | 104 388 | 288 | 103 506 | 1 | 4 43 | 197 | 1 69 |
| 26. Wichita & Western..... | 70 | 36 324 | 66 | 31 424 | 4 | 3 92 | 44 | 1 49 |
| Totals..... | 82,844 | \$49,534,304 45 | 82,346 | \$47,949,383 95 | 1,014 | \$914,078 72 | 7,763 | \$2,798,012 98 |

TABLE 12—Concluded. Employees and Salaries, Entire Line.

| ROADS. | | Distribution of same for Kansas. | | | | | | | | | | | | | |
|--------|---|----------------------------------|----------------|------------|-------|----------------------------|------------|--------|-----------------|------------------------------------|--------|-----------------|------------|------------------------------------|--|
| | | Maintenance of equipment. | | | | Conducting transportation. | | | | Total, including general officers. | | | | Total, excluding general officers. | |
| | | No. | Total yearly. | Av. daily. | No. | Total yearly. | Av. daily. | No. | Total yearly. | Av. daily. | No. | Total yearly. | Av. daily. | | |
| 1. | Atchison, Topeka & Santa Fe..... | 2,356 | \$1,074,280 80 | \$1 90 | 2,653 | \$1,800,522 04 | \$2 34 | 8,784 | \$4,510,434 04 | \$1 96 | 8,759 | \$4,391,448 16 | \$1 91 | | |
| 2. | St. Louis & San Francisco..... | 47 | 23,742 00 | 1 62 | 363 | 289,164 51 | 2 18 | 677 | 428,683 14 | 1 63 | 576 | 423,983 14 | 1 62 | | |
| 3. | Chicago, Burlington & Quincy..... | 18 | 9,466 56 | 1 68 | 85 | 61,656 14 | 2 04 | 223 | 121,953 32 | 1 62 | 223 | 121,953 32 | 1 62 | | |
| 4. | Chicago Great Western..... | 21 | 16,291 13 | 2 12 | 47 | 33,400 88 | 1 94 | 99 | 66,120 94 | 1 83 | 99 | 66,120 94 | 1 83 | | |
| 5. | Chicago, Rock Island & Pacific..... | 516 | 273,799 12 | 1 82 | 752 | 570,880 80 | 2 42 | 2,212 | 1,287,559 52 | 1 93 | 2,211 | 1,289,559 60 | 1 91 | | |
| 6. | Hutchinson & Southern..... | 4 | 2,037 50 | 2 08 | 21 | 11,758 90 | 1 79 | 68 | 28,294 87 | 1 77 | 63 | 20,448 19 | 1 57 | | |
| 7. | Kansas City Belt..... | 50 | 24,496 68 | 1 78 | 166 | 1,500 00 | 2 39 | 7 | 3,383 75 | 1 81 | 6 | 3,383 75 | 1 81 | | |
| 8. | Kansas City, Fort Scott & Memphis..... | 2 | 947 70 | 1 33 | 7 | 2,173 62 | 1 94 | 19 | 6,515 40 | 1 13 | 19 | 6,515 40 | 1 13 | | |
| 9. | Kansas City, Clinton & Springfield..... | | | | | | | | | | | | | | |
| 10. | Kansas City, Pittsburg & Gulf..... | | | | | | | | | | | | | | |
| 11. | Kansas City Suburban Belt..... | | | | | | | | | | | | | | |
| | Union Terminal..... | | | | | | | | | | | | | | |
| 12. | Leavenworth, Topeka & Southwestern..... | | | | 24 | 14,250 85 | 1 93 | 50 | 25,413 14 | 1 70 | 49 | 24,813 14 | 1 70 | | |
| 13. | Memhattan, Alma & Burlingame..... | 1 | 600 00 | 1 67 | 12 | 6,945 12 | 1 86 | 45 | 20,608 12 | 1 54 | 44 | 19,608 12 | 1 50 | | |
| 14. | Missouri, Kansas & Texas..... | | | | | | | | | | | | | | |
| 15. | Missouri Pacific..... | 661 | 337,143 60 | 2 06 | 2,024 | 958,744 92 | 2 07 | 4,540 | 2,016,787 92 | 1 83 | 4,519 | 1,952,674 44 | 1 79 | | |
| 16. | Central Branch Union Pacific..... | 98 | 47,673 00 | 2 01 | 392 | 227,693 28 | 1 97 | 762 | 386,234 44 | 1 62 | 756 | 372,207 12 | 1 65 | | |
| 17. | Kansas City Northwestern..... | 7 | 4,228 80 | 1 84 | 107 | 54,225 60 | 2 02 | 281 | 126,209 40 | 1 67 | 269 | 123,514 80 | 1 86 | | |
| 18. | Union Pacific..... | 474 | 234,542 52 | 2 28 | 419 | 313,808 28 | 2 18 | 1,426 | 738,305 40 | 1 98 | 1,426 | 738,305 40 | 1 98 | | |
| 19. | Junction City & Fort Kearney..... | 5 | 569 64 | 2 74 | 43 | 28,452 12 | 2 07 | 192 | 49,913 64 | 1 86 | 92 | 49,913 64 | 1 86 | | |
| 20. | Kansas Central..... | 12 | 4,949 04 | 2 31 | 57 | 34,407 00 | 2 06 | 149 | 72,901 20 | 1 79 | 149 | 72,901 20 | 1 79 | | |
| 21. | Omaha & Republican Valley..... | 35 | 5,532 65 | 2 17 | 133 | 30,328 80 | 2 48 | 56 | 36,918 24 | 2 20 | 56 | 36,918 24 | 2 20 | | |
| 22. | St. Joseph & Grand Island..... | 7 | 139 68 | 2 63 | 35 | 90,319 10 | 2 37 | 262 | 161,210 35 | 2 05 | 254 | 148,989 65 | 1 87 | | |
| 23. | Salina & Southwestern..... | 3 | 189 24 | 3 00 | 15 | 9,729 12 | 1 75 | 38 | 15,434 40 | 1 66 | 38 | 15,434 40 | 1 66 | | |
| 24. | Solomon..... | 5 | 612 24 | 3 00 | 27 | 15,779 64 | 2 06 | 59 | 27,429 84 | 1 78 | 59 | 27,429 84 | 1 78 | | |
| 25. | Union Pacific, Lincoln & Colorado..... | 3 | 500 00 | 1 39 | 47 | 35,635 68 | 2 22 | 250 | 96,668 40 | 1 88 | 250 | 96,668 40 | 1 88 | | |
| 26. | Wichita & Western..... | 1 | 500 00 | 1 39 | 21 | 13,800 00 | 1 83 | 70 | 35,924 84 | 1 73 | 68 | 31,424 84 | 1 66 | | |
| | Totals..... | 4,321 | \$2,061,741 90 | | 7,477 | \$4,697,812 63 | | 20,565 | \$10,471,646 23 | | 20,481 | \$10,234,957 65 | | | |

TABLE 13. — Passenger Traffic, Entire Line.

| ROADS. | Passengers carried. | | | Passenger revenue. | | | Passenger earnings. | | | |
|---|-------------------------|-------------|----------------------------|--------------------|-----------------|------------------------------|---------------------------------|-----------------|-------------------|-----------------|
| | Number earning revenue. | One mile. | One mile per mile of road. | Average distance. | Total. | Average from each passenger. | Average per passenger per mile. | Total. | Per mile of road. | Per train mile. |
| | | | | | | | | | | |
| 1. Archison, Topeka & Santa Fe..... | 2,487,263 | 200,419,546 | 43,870.00 | 80.58 | \$4,363,488.88 | 1.75 | 2.177 | \$5,978,282.33 | \$1,308.60 | 97286 |
| 2. St. Louis & San Francisco..... | 1,348,981 | 53,554,853 | 40,322.29 | 39.70 | 1,274,788.58 | .94 | 2.380 | 1,714,654.65 | 1,290.99 | 86698 |
| 3. Chicago Burlington & Quincy..... | 1,034,761 | 39,969,805 | 36,401.00 | 38.53 | 5,696,724.04 | 82 | 2.144 | 7,949,354.82 | 1,381.51 | 1,06372 |
| 4. Chicago Great Western..... | 5,248,280 | 202,597,072 | 56,727.00 | 38.69 | 4,271,600.58 | .81 | 2.108 | 1,148,826.95 | 1,253.70 | 94933 |
| 5. Chicago, Rock Island & Pacific..... | 13,443 | 393,880 | 4,791.00 | 2.63 | 11,963.16 | .89 | 3 | 5,414,779.22 | 1,516.15 | 9250 |
| 6. Hutchinson & Southern..... | 875,598 | 39,379,703 | 55,599.85 | 44.79 | 884,283.79 | .95 | 2.119 | 1,042,063.92 | 1,471.29 | 96736 |
| 7. Kansas City Belt..... | 137,096 | 4,351,573 | 26,757.50 | 31.74 | 109,015.01 | .79 | 2.505 | 133,668.92 | 821.91 | 81514 |
| 8. Kansas City, Fort Scott & Memphis..... | 11,750 | 301,896 | 5,323.00 | 21.04 | 9,040.43 | .76 | 2.728 | 11,861.38 | 252.45 | 1,65588 |
| 9. Kansas City, Clinton & Springfield..... | 14,327 | 89,837,595 | 41,843.00 | 54.34 | 2,071,406.37 | 1.25 | 2.305 | 2,596,017.72 | 1,209.13 | 82783 |
| 10. Kansas City, Pittsburg & Gulf..... | 1,652,865 | 108,856,219 | 34,401.00 | 36.23 | 2,226,717.47 | .74 | 2.046 | 3,052,271.10 | 964.61 | 82081 |
| 11. Kansas City, Suburban Belt..... | 151,801 | 4,681,761 | 12,060.00 | 30.84 | 126,273.57 | .83 | 2.697 | 187,113.57 | 482.02 | 71028 |
| 12. Leavenworth, Topeka & Southwestern..... | 952,725 | 120,252,158 | 65,498.60 | 126.22 | 57,007.87 | ..... | ..... | 76,184.98 | 496.36 | 60365 |
| 13. Manhattan, Alton & Burlingame..... | 27,965 | 726,302 | 8,253.43 | 25.97 | 2,494,698.15 | 2.61 | 2.075 | 3,926,128.30 | 2,138.47 | 1,23949 |
| 14. Missouri, Kansas & Texas..... | 29,540 | 651,305 | 3,925.42 | 22.05 | 18,610.02 | .66 | 2.562 | 29,783.55 | 338.45 | 448981 |
| 15. Missouri Pacific..... | 167,095 | 4,885,486 | 10,135.02 | 29.24 | 126,839.88 | .75 | 2.598 | 32,217.75 | 194.36 | 1,14144 |
| 16. Central Branch Union Pacific..... | 170,351 | 5,068,962 | 20,190.00 | 29.76 | 136,081.34 | 79 | 2.665 | 177,359.16 | 367.93 | 65096 |
| 17. Kansas City Northwestern..... | 21,017 | 424,954 | 11,980.66 | 20.22 | 10,965.26 | ..... | ..... | 179,228.94 | 713.88 | 76583 |
| 18. Junction City & Fort Kearney..... | 25,083 | 687,024 | 12,044.60 | 27.36 | 10,220.44 | .68 | 2.507 | 14,581.27 | 411.09 | 63402 |
| 19. Kansas Central..... | 15,981 | 658,812 | 2,923.51 | 41.22 | 16,372.42 | 1.02 | 2.485 | 24,117.06 | 422.81 | 66508 |
| 20. Omaha & Republican Valley..... | 18,612 | 646,224 | 6,170.00 | 34.72 | 15,889.75 | .85 | 2.459 | 30,566.67 | 291.83 | 91866 |
| 21. St. Joseph & Grand Island..... | 17,400,301 | 578,243,620 | 42,380.30 | 50.51 | \$24,879,508.66 | 1.09 | 2.158 | \$33,925,017.30 | \$1,253.79 | 96758 |
| 22. Salina & Southwestern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 23. Solomon..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 24. Union Pacific, Lincoln & Colorado..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 25. Wichita & Western..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Totals..... | 17,400,301 | 578,243,620 | 42,380.30 | 50.51 | \$24,879,508.66 | 1.09 | 2.158 | \$33,925,017.30 | \$1,253.79 | 96758 |

TABLE 13a. — Passenger Traffic, State of Kansas.

| ROADS. | Passengers carried. | | | | Passenger revenue. | | Passenger earnings. | | | |
|--|-------------------------|------------|----------------------------|-------------------|--------------------|------------------------------|---------------------|--------------|-------------------|-----------------|
| | Number earning revenue. | One mile. | One mile per mile of road. | Average distance. | Total. | Average from each passenger. | | Total. | Per mile of road. | Per train mile. |
| | | | | | | Dols. | Cts. | | | |
| 1. Atchison, Topeka & Santa Fe | | | | Miles. | | Dols. | Cts. | | | Dols. |
| 2. St. Louis & San Francisco | | | | | | | | | | |
| 3. Chicago, Burlington & Quincy | | | | | \$34,203 51 | | | \$45,963 08 | \$1,396 33 | |
| 4. Chicago Great Western | | | | | | | | | | |
| 5. Chicago, Rock Island & Pacific | | | | | 11,983 16 | .89 | 3 | 19,465 62 | 236 81 | .925 |
| 6. Hutchinson & Southern | 13,443 | 393,880 | 4,791.00 | 2.93 | | | | | | |
| 7. Kansas City Belt | | | | | | | | | | |
| 8. Kansas City, Fort Scott & Memphis | | | | | | | | | | |
| 9. Kansas City, Clinton & Springfield | | | | | | | | | | |
| 10. Kansas City, Pittsburg & Gulf | | | | | | | | | | |
| 11. Kansas City Suburban Belt | | | | | | | | | | |
| 12. Union Terminal | | | | | | | | | | |
| 13. Leavenworth, Topeka & Southwestern | 11,750 | 301,396 | 5,323.00 | 21.04 | 9,040 43 | .76 | | 11,861 38 | | |
| 14. Manhattan, Alma & Burlingame | 14,327 | | | | 8,222 65 | .57 | | 14,263 57 | 252 45 | 1.65568 |
| 15. Missouri, Kansas & Texas | | | | | | | | | | |
| 16. Missouri Pacific | | | | | | | | | | |
| 17. Central Branch Union Pacific | 151,901 | 4,691,761 | 12,060.00 | 30.84 | 126,273 57 | .83 | | 187,113 57 | 482 02 | .71628 |
| 18. Kansas City Northwestern | | | | | 57,007 87 | | | 76,184 98 | 496 38 | .63366 |
| 19. Union Pacific | | | | | | | | | | |
| 20. Junction City & Fort Kearney | 27,965 | 726,332 | 8,253.43 | 25.97 | 18,610 02 | .66 | | 23,793 55 | 338 45 | .48661 |
| 21. Kansas Central | 29,540 | 651,305 | 3,925.42 | 22.05 | 17,813 48 | .60 | | 32,247 75 | 194 36 | 1.17414 |
| 22. Omaha & Republican Valley | | | | | | | | | | |
| 23. St. Joseph & Grand Island | 126,422 | 3,630,258 | 26,236.00 | 28.71 | 97,791 60 | .77 | | 121,629 49 | 879 01 | .94721 |
| 24. Salina & Southwestern | 21,017 | 424,954 | 11,990.66 | 20.22 | 10,995 26 | .52 | | 14,581 27 | 411 09 | .63402 |
| 25. Solomon, Southwestern | 23,088 | 687,024 | 12,044.60 | 27.38 | 17,220 44 | .68 | | 24,117 06 | 422 81 | .66508 |
| 26. Union Pacific, Lincoln & Colorado | 15,981 | 638,812 | 2,923.51 | 41.22 | 16,372 42 | 1.02 | | 32,638 50 | 144 83 | .94966 |
| 27. Wichita & Western | 18,612 | 646,224 | 6,170.00 | 34.72 | 15,889 78 | .85 | | 30,566 67 | 291 83 | .72567 |
| Totals | 455,946 | 12,801,906 | 9,452.34 | 28.82 | \$441,424 19 | .76 | 2.637 | \$640,436 49 | \$87 92 | .68949 |

TABLE 14. — Freight Traffic, Entire Line.

| ROADS. | Tons of freight carried. | | | Freight revenue. | | Freight earnings. | | | |
|--|--------------------------|---------------|----------------------------|--------------------------|-----------------|---------------------------|-----------------|-------------------|-----------------|
| | Number earning revenue. | One mile. | One mile per mile of road. | Average distance hauled. | Total. | Average per ton per mile. | Total. | Per mile of road. | Per train mile. |
| | | | | <i>Miles.</i> | | <i>Cts.</i> | | | <i>Dols.</i> |
| 1. Atchison, Topeka & Santa Fe..... | 5,578,520 | 1,421,693,977 | 311,197.00 | 254.85 | \$14,612,058.42 | 2.61984 | \$14,725,028.56 | \$3,223.19 | 1.30634 |
| 2. St. Louis & San Francisco..... | 2,024,007 | 351,381,079 | 284,560.00 | 173.61 | 4,262,314.27 | 2.10587 | 4,265,743.73 | 3,211.75 | 1.34006 |
| 3. Chicago, Burlington & Quincy..... | 1,376,570 | 802,225,437 | 273,527.00 | 173.31 | 16,761,225.64 | 2.57 | 16,788,198.52 | 3,804.87 | 1.39271 |
| 4. Chicago Great Western..... | 5,634,841 | 1,110,007,030 | 310,804.00 | 196.96 | 3,543,066.51 | 1.017 | 11,262,720.61 | 3,161.84 | 1.39271 |
| 5. Chicago, Rock Island & Pacific..... | 27,285 | 1,364,280 | 16,596.00 | 50.00 | 37,587.59 | 1.378 | 11,282,194.75 | 3,464.85 | 1.677 |
| 6. Hutchinson & Southern..... | 2,155,254 | 335,049,903 | 473,053.92 | 155.46 | 109,471.75 | 1.23273 | 109,471.75 | 3,751.17 | 1.42272 |
| 7. Kansas City Belt..... | 274,742 | 24,012,008 | 147,648.08 | 87.40 | 2,658,841.49 | 1.220 | 2,658,841.49 | 1,653.61 | 1.47941 |
| 8. Kansas City, Fort Scott & Memphis..... | | | | | 268,926.68 | 1.76883 | 268,926.68 | | |
| 9. Kansas City, Clinton & Springfield..... | | | | | 384,667.86 | | 384,667.86 | | |
| 10. Kansas City, Pittsburg & Gulf..... | | | | | | | | | |
| 11. Kansas City Suburban Belt..... | | | | | | | | | |
| 12. Union Terminal..... | | | | | | | | | |
| 13. Leavenworth, Topeka & Southwest'n..... | 46,168 | 1,234,265 | 21,799.00 | 26.73 | 26,471.64 | 2.145 | 14,059.52 | 468.26 | 7.004 |
| 14. Manhattan, Alma & Burlingame..... | 2,926,337 | 846,827,435 | 364,424.00 | 289.36 | 8,389,544.19 | 2.86866 | 8,389,544.19 | 3,907.10 | 1.47607 |
| 15. Missouri, Kansas & Texas..... | 4,628,914 | 902,225,437 | 273,527.00 | 173.31 | 7,565,317.09 | 1.63437 | 7,565,317.09 | 2,300.88 | 1.44621 |
| 16. Missouri Pacific..... | 280,845 | 29,584,288 | 76,806.00 | 106.26 | 1,665,315.12 | 1.68625 | 1,665,315.12 | 1,198.88 | 1.05461 |
| 17. Central Branch Union Pacific..... | 114,282 | 998,749,665 | 513,986.11 | 310.93 | 157,115.62 | 1.08965 | 157,115.62 | 1,023.89 | 1.45684 |
| 18. Kansas City Northwestern..... | 3,212,161 | 663,410 | 18,902.39 | 39.40 | 9,561,022.63 | 2.97682 | 9,561,022.63 | 5,207.71 | 2.18487 |
| 19. Junction City & Fort Kearney..... | 12,170 | 4,085,481 | 51,178.90 | 52.67 | 104,758.02 | 1.49778 | 104,758.02 | 631.38 | 1.01790 |
| 20. Kansas Central..... | 365,833 | 24,670,276 | 102,182.00 | 105.26 | 485,231.06 | 2.37719 | 485,231.06 | 1,008.62 | 1.19373 |
| 21. Omaha & Republican Valley..... | 243,731 | 25,663,919 | 16,451.28 | 28.62 | 1,637,620.27 | 1.22738 | 1,637,620.27 | 1,644.70 | 1.76360 |
| 22. St. Joseph & Grand Island..... | 21,957 | 1,804,465 | 16,451.28 | 28.62 | 412,620.27 | 1.610 | 412,620.27 | 1,644.70 | 1.16722 |
| 23. Salina & Southwestern..... | 44,491 | 3,920,244 | 17,366.25 | 40.56 | 23,358.99 | 3.996 | 23,358.99 | 638.50 | 1.03418 |
| 24. Solomon..... | 44,703 | 3,920,244 | 17,366.25 | 40.56 | 54,105.01 | 2.806 | 54,105.01 | 948.55 | 1.46326 |
| 25. Union Pacific, Lincoln & Colo..... | 39,212 | 1,444,168 | 13,788.00 | 36.83 | 91,699.80 | 2.08511 | 91,699.80 | 407.68 | 1.86619 |
| 26. Wichita & Western..... | 29,218,819 | 5,986,205,861 | 288,937.00 | 216.12 | 35,177.44 | 2.436 | 35,206.44 | 836.12 | 1.86831 |
| Totals..... | | | | | \$61,377,394.87 | 2.19168 | \$61,521,441.11 | \$3,127.20 | 1.47 |

TABLE 14a.—Freight Traffic, State of Kansas.

| ROADS. | Tons of freight carried. | | | | Freight revenue. | | | Freight earnings. | | | |
|---|--------------------------|------------|----------------------------|--------------------------|------------------|-----------------------|---------------------------|-------------------|-------------------|-----------------|-------|
| | Number earning revenue. | One mile. | One mile per mile of road. | Average distance hauled. | Total. | Average for each ton. | Average per ton per mile. | Total. | Per mile of road. | Per train mile. | Dols. |
| | | | | | | | | | | | |
| 1. Atchison, Topeka & Santa Fe..... | | | | | | | | | | | |
| 2. St. Louis & San Francisco..... | | | | | | | | | | | |
| 3. Chicago, Burlington & Quincy..... | | | | | \$141,723 86 | | | \$141,723 86 | \$4,306 41 | | |
| 4. Chicago, Great Western..... | | | | | | | | | | | |
| 5. Chicago, Rock Island & Pacific..... | | | | | 37,587 50 | 1 378 | 1 67 | 38,194 75 | 464 65 | .677 | |
| 6. Hutchinson & Southern..... | 27,285 | 1,364,250 | 16,596.00 | 50. | 32,381 70 | | | 32,381 70 | 10,902 92 | | |
| 7. Kansas City Belt, Scott & Memphis..... | | | | | | | | | | | |
| 8. Kansas City, Fort Scott & Springfield..... | | | | | | | | | | | |
| 9. Kansas City, Clinton & Springfield..... | | | | | | | | | | | |
| 10. Kansas City, Pittsburg & Gulf..... | | | | | | | | | | | |
| 11. Kansas City Suburban Belt..... | | | | | | | | | | | |
| 12. Union Terminal..... | | | | | 14,059 52 | | | 14,059 52 | | | 77004 |
| 13. Leavenworth, Topeka & Southwestern..... | 46,168 | 1,234,265 | 21,769.00 | 26.73 | 26,471 64 | 57338 | 2.145 | 26,512 64 | 468 26 | | |
| 14. Manhattan, Alma & Burlingame..... | | | | | | | | | | | |
| 15. Missouri, Kansas & Texas..... | | | | | | | | | | | |
| 16. Missouri Pacific..... | 280,945 | 29,854,258 | 76,906.00 | 106.26 | 465,315 12 | 1 65625 | 1 559 | 465,315 12 | 1,198 68 | 1 05861 | |
| 17. Central Branch Union Pacific..... | 144,282 | | | | 157,115 62 | 1 08895 | | 157,115 62 | 1,023 60 | 1 45664 | |
| 18. Kansas City Northwestern..... | | | | | | | | | | | |
| 19. Union Pacific City & Fort Kearney..... | 42,170 | 1,663,410 | 18,902.39 | 39.45 | 63,119 51 | 1 49878 | 3 795 | 63,119 51 | 717 27 | 1 04780 | |
| 20. Kansas Central..... | 77,187 | 4,065,431 | 24,502.66 | 52.67 | 104,758 02 | 1 35719 | 2 577 | 104,758 02 | 631 38 | 1 18873 | |
| 21. Omaha & Republican Valley..... | | | | | | | | | | | |
| 22. St. Joseph & Grand Island..... | 201,180 | 16,708,221 | 120,750.00 | 89.05 | 235,808 17 | 1 42096 | 1 711 | 235,808 17 | 2,095 53 | 1 30074 | |
| 23. Salina & Southwestern..... | 21,987 | 1,864,951 | 10,431.28 | 26.52 | 23,956 00 | 1 08776 | 3 696 | 23,956 00 | 608 50 | 1 02418 | |
| 24. Solomon..... | 44,763 | 3,604,665 | 31,588.26 | 87.36 | 54,406 04 | 1 24405 | 2 348 | 54,406 04 | 608 50 | 1 06958 | |
| 25. Union Pacific, Lincoln & Colorado..... | 44,763 | 3,924,244 | 17,586.25 | 39.70 | 91,669 39 | 2 05311 | 2 343 | 91,669 39 | 447 68 | 1 88949 | |
| 26. Wichita & Western..... | 39,212 | 1,444,168 | 13,768.00 | 36.83 | 36,177 44 | .89711 | 2 436 | 36,205 44 | 386 12 | .88881 | |
| Totals..... | 969,580 | 62,643,353 | 42,484.47 | 75.80 | \$1,582,850 11 | 1 36887 | 1 828 | \$1,583,526 27 | \$900 53 | 1 46862 | |

TABLE 15—Concluded. Passenger and Freight Traffic, Entire Line.

| ROADS. | Operating expenses. | | | Income from operation. | | |
|---|---------------------|-------------------|-----------------|------------------------|-------------------|-----------------|
| | Total. | Per mile of road. | Per train mile. | Total. | Per mile of road. | Per train mile. |
| 1. Atchison, Topeka & Santa Fe..... | \$15,539,772 84 | \$3,412 47 | Delta. | \$5,620,968 23 | \$1,230 38 | ..... |
| 2. St. Louis & San Francisco..... | 3,367,915 20 | 2,802 09 | 72111 | 2,334,359 59 | 1,757 58 | ..... |
| 3. Chicago, Burlington & Quincy..... | 16,018,542 95 | 2,783 86 | 83157 | 9,399,909 79 | 1,668 36 | ..... |
| 4. Chicago Great Western..... | 3,652,972 40 | 3,922 76 | ..... | 1,051,288 12 | 1,123 96 | ..... |
| 5. Chicago, Rock Island & Pacific..... | 11,410,403 62 | 3,194 93 | 82811 | 5,621,482 33 | 1,574 02 | ..... |
| 6. Hutchinson & Southern..... | 46,269 95 | 562 15 | 59600 | 11,451 02 | 139 30 | ..... |
| 7. Kansas City Belt..... | 78,470 79 | 7,847 07 | ..... | 134,418 65 | 13,441 86 | ..... |
| 8. Kansas City, Fort Scott & Memphis..... | 2,605,269 10 | 3,678 40 | 89136 | 1,320,384 50 | 1,864 25 | ..... |
| 9. Kansas City, Clinton & Springfield..... | 213,838 29 | 1,345 62 | 63232 | 188,077 69 | 1,186 08 | ..... |
| 10. Kansas City, Pittsburg & Gulf..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 11. Kansas City Suburban Belt..... | 441,375 37 | ..... | ..... | ..... | ..... | ..... |
| 12. Union Terminal..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 13. Leavenworth, Topeka & Southwestern..... | 48,003 16 | ..... | ..... | 4,216 34 | ..... | ..... |
| 14. Manhattan, Alma & Burlingame..... | 45,965 57 | 811 83 | 1,06743 | 3,539 61 | 668 17 | ..... |
| 15. Missouri, Kansas & Texas..... | 7,419,814 96 | 3,485 90 | 73818 | 3,617,172 79 | 1,684 75 | ..... |
| 16. Central Branch Union Pacific..... | 9,615,237 75 | 3,038 71 | 1,07436 | 1,830,391 88 | 610 06 | ..... |
| 17. Kansas City Northwestern..... | 579,474 88 | 1,492 85 | 82695 | 123,427 54 | 317 96 | ..... |
| 18. Junction City & Fort Kearney..... | 272,310 85 | 1,774 24 | 1,16339 | 19,590 44 | 127 64 | ..... |
| 19. Kansas Central..... | 8,765,942 29 | 4,774 61 | 1,15263 | 5,317,405 56 | 2,896 27 | ..... |
| 20. Omaha & Republican Valley..... | 96,088 95 | 978 28 | 71121 | 7,343 62 | 83 45 | ..... |
| 21. St. Joseph & Grand Island..... | 145,027 47 | 874 08 | 1,25968 | 4,180 66 | 295 20 | ..... |
| 22. Salina & Southwestern..... | 506,201 48 | 1,050 12 | 92177 | 170,591 99 | 353 90 | ..... |
| 23. Solomon..... | 512,820 26 | 2,042 62 | 87245 | 117,408 34 | 467 65 | ..... |
| 24. Union Pacific, Lincoln & Colorado..... | 32,625 59 | 919 81 | 71574 | 6,366 90 | 193 60 | ..... |
| 25. Wichita & Western..... | 49,944 81 | 875 61 | 68286 | 29,085 62 | 509 92 | ..... |
| 26. Totals..... | 134,390 89 | 398 23 | 97311 | 27,329 17 | 121 27 | ..... |
| | 89,594 83 | 855 40 | 1,08444 | 17,618 95 | 1,608 21 | ..... |
| | \$91,688,113 16 | \$3,143 06 | 89749 | \$37,245,961 07 | \$1,452 35 | ..... |
| | | | | \$29,920 56 |  | ..... |
| | | | | \$37,216,040 51 |  | ..... |

1. Deficit.

TABLE 15a.—Passenger and Freight Traffic, State of Kansas.

| ROADS. | Passenger and freight revenue. | | Passenger and freight earnings. | | Gross earnings from operation. | | Operating expenses. | | | |
|---|--------------------------------|-------------------|---------------------------------|-------------------|--------------------------------|-------------------|-----------------------|-------------------|-----------------|--|
| | Total. | Per mile of road. | Total. | Per mile of road. | Total. | Per mile of road. | Total. | Per mile of road. | Per train mile. | |
| | Dots. | | | | | | | | | |
| 1. Atchison Topeka & Santa Fe. | | | | | | | | | | |
| 2. St. Louis & San Francisco. | | | | | | | | | | |
| 3. Chicago, Burlington & Quincy | | | | | | | | | | |
| 4. Chicago Great Western & Quincy | | | | | | | | | | |
| 5. Chicago, Rock Island & Pacific | \$175,927 37 | \$5,945 71 | \$187,676 94 | \$5,702 74 | \$188,135 42 | \$5,716 66 | \$171,036 77 | \$5,197 11 | | |
| 6. Hutchinson & Southern | 49,570 75 | 693 05 | 57,660 37 | 701 45 | 57,660 37 | 701 45 | 45,200 35 | 552 15 | .596 | |
| 7. Kansas City Belt | 32,381 70 | 10,802 92 | 32,381 70 | 10,802 92 | 62,972 70 | 21,202 92 | 23,211 66 | 7,815 37 | | |
| 8. Kansas City, Fort Scott & Memphis | | | | | | | | | | |
| 9. Kansas City Pittsburg & Springfield | | | | | | | | | | |
| 10. Kansas City Pittsburg & Gulf. | | | | | | | | | | |
| 11. Kansas City Suburban Belt. | | | | | | | | | | |
| 12. Union Terminal | 23,069 95 | | 25,920 00 | | 43,741 82 | | 48,033 16 | | | |
| 13. Leavenworth, Topeka & Southwestern. | 34,684 29 | 612 76 | 40,806 21 | 720 70 | 42,105 96 | 743 66 | 45,965 57 | 811 83 | 1.06743 | |
| 14. Manhattan, Alma & Burlingame | | | | | | | | | | |
| 15. Missouri, Kansas & Texas | | | | | | | | | | |
| 16. Central Branch Union Pacific | 591,588 66 | 1,523 97 | 652,428 60 | 1,630 69 | 702,002 42 | 1,910 51 | 579,474 88 | 1,492 35 | .92695 | |
| 17. Kansas City Northwestern. | 214,123 49 | 1,366 12 | 235,300 60 | 1,520 07 | 291,801 29 | 1,901 83 | 272,310 85 | 1,774 24 | 1.163389 | |
| 18. Union Pacific | | | | | | | | | | |
| 19. Junction City & Fort Kearney | 81,729 53 | 923 74 | 92,903 05 | 1,055 72 | 93,525 45 | 1,041 73 | 86,063 86 | 978 26 | 71121 | |
| 20. Kansas Central | 122,571 50 | 738 74 | 137,005 77 | 825 73 | 140,546 81 | 843 83 | 141,021 47 | 874 03 | 1.28688 | |
| 21. Omaha & Republican Valley | | | | | | | | | | |
| 22. St. Joseph & Grand Island | 383,599 77 | 2,772 27 | 407,437 65 | 2,944 55 | 442,444 44 | 3,197 54 | 345,313 42 | 2,405 55 | | |
| 23. Salina & Southwestern | 34,352 25 | 1,248 49 | 37,238 23 | 1,466 50 | 45,403 49 | 1,713 41 | 32,353 59 | 919 51 | 71574 | |
| 24. Solomon & Southwestern | 14,352 45 | 1,250 53 | 17,222 30 | 1,471 36 | 19,600 43 | 1,855 53 | 14,844 51 | 535 61 | .68239 | |
| 25. Union Pacific, Lincoln & Colorado | 104,242 31 | 430 53 | 124,095 39 | 471 51 | 161,895 39 | 577 01 | 134,300 89 | 546 23 | 97311 | |
| 26. Wichita & Western. | 51,067 22 | 437 36 | 65,772 11 | 627 96 | 71,975 88 | 617 19 | 58,394 83 | 565 40 | 1.09444 | |
| Totals | \$1,974,274 30 | \$1,158 80 | \$2,173,962 76 | \$1,280 00 | \$2,418,322 57 | \$1,554 76 | \$2,060,568 11 | \$1,222 83 | .94888 | |

TABLE 16.—Train Brakes and Automatic Couplers, Entire Line.

| ROADS. | Locomotives. | | | | | | Cars. | | | | | | | |
|---|--------------|-----------------|---------------------|-----------------|-------------|---------------------|----------------------------------|-----------------|---------------------|-----------------|-------------|---------------------|--------|--------|
| | Passenger. | | | Freight. | | | Passenger, postal, express, etc. | | | Freight. | | | | |
| | Brakes. | | Automatic couplers. | Brakes. | | Automatic couplers. | Brakes. | | Automatic couplers. | Brakes. | | Automatic couplers. | | |
| | Equipped .. | Not equipped .. | Equipped .. | Not equipped .. | Equipped .. | Not equipped .. | Equipped .. | Not equipped .. | Equipped .. | Not equipped .. | Equipped .. | | | |
| 1. Atchison, Topeka & Santa Fe..... | 338 | ..... | 338 | 10 | 501 | 535 | ..... | 22,030 | 2,461 | 2,282 | 22,229 | | | |
| 2. St. Louis & San Francisco..... | 50 | ..... | 50 | 88 | 150 | 136 | ..... | 110 | 193 | 4,901 | 4,901 | | | |
| 3. Chicago, Burlington & Quincy..... | 730 | 13 | 530 | 145 | 118 | 756 | 5 | 12,547 | 15,979 | 16,126 | 15,400 | | | |
| 4. Chicago Great Western..... | 95 | 2 | 97 | ..... | 65 | 65 | ..... | 1,101 | 1,718 | 641 | 2,178 | | | |
| 5. Chicago, Rock Island & Pacific..... | 139 | ..... | 139 | 71 | 425 | 448 | 3 | 6,142 | 9,206 | 9,831 | 5,517 | | | |
| 6. Hutchinson & Southern..... | 1 | 1 | 2 | 2 | 4 | 4 | ..... | ..... | ..... | ..... | ..... |  |  |  |
| 7. Kansas City Belt..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |
| 8. Kansas City, Fort Scott & Memphis..... | 40 | 1 | 41 | 87 | 101 | 83 | ..... | 5,411 | 1,538 | 948 | 6,001 | | | |
| 9. Kansas City, Clinton & Springfield..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |
| 10. Kansas City, Pittsburg & Gulf..... | 11 | ..... | 11 | 22 | 24 | 24 | ..... | 911 | 360 | 690 | 561 | | | |
| 11. Kansas City Suburban Belt..... | 1 | ..... | 1 | 5 | 5 | 10 | ..... | 10 | 10 | ..... | 20 | | | |
| 12. Leavenworth, Topeka & Southwestern..... | 2 | ..... | 2 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |
| 13. Manhattan, Alma & Burlingame..... | 61 | ..... | 61 | 171 | 210 | 173 | 3 | 5,062 | 3,642 | 4,846 | 3,848 | | | |
| 14. Missouri, Kansas & Texas..... | 6 | ..... | 6 | 6 | 6 | 6 | ..... | 4 | 4 | 8 | 86 | | | |
| 15. Missouri Pacific..... | 78 | ..... | 78 | 126 | 134 | 344 | ..... | 317 | 11,452 | 2,879 | 8,880 | | | |
| 16. Kansas & Colorado Pacific..... | 14 | ..... | 14 | 16 | 16 | 16 | ..... | 63 | 456 | 18 | 501 | | | |
| 17. Central Branch Union Pacific..... | 11 | ..... | 11 | 9 | 24 | 22 | ..... | ..... | ..... | ..... | ..... |  |  |  |
| 18. Kansas City Northwestern..... | 63 | ..... | 63 | 310 | 313 | 307 | 2 | 5,574 | 1,724 | 2,610 | 4,688 | | | |
| 19. Junction City & Fort Kearney..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |
| 20. Kansas Central..... | 4 | ..... | 4 | 1 | 1 | 9 | ..... | 38 | 24 | 33 | 29 | | | |
| 21. Omaha & Republican Valley..... | 7 | ..... | 7 | 11 | 11 | 3 | ..... | 344 | 28 | 66 | 306 | | | |
| 22. St. Joseph & Grand Island..... | 13 | ..... | 13 | 12 | 12 | 15 | 2 | 554 | 81 | ..... | 685 | | | |
| 23. Salina & Southwestern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |
| 24. Solomon..... | 9 | ..... | 9 | 11 | 11 | 11 | ..... | 747 | 7 | 152 | 602 | | | |
| 25. Union Pacific, Lincoln & Colorado..... | 8 | ..... | 8 | ..... | ..... | 4 | ..... | 9 | ..... | ..... | 9 | | | |
| 26. Wichita & Western..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |
| Totals..... | 1,681 | 17 | 560 | 1,138 | 388 | 2,155 | 2,981 | 5 | 2,972 | 14 | 60,972 | 57,343 | 41,387 | 76,928 |

TABLE 17.—Train Mileage, Entire Line.

| ROADS. | Miles run by— | | | | | | Grand total. |
|---|-------------------|-----------------|---------------|-------------------------------|-------------------|--------------------------------|--------------|
| | Passenger-trains. | Freight-trains. | Mixed trains. | Total trains earning revenue. | Switching trains. | Construction and other trains. | |
| 1. Atchison, Topeka & Santa Fe..... | 5,862,879 | 10,424,118 | 1,128,644 | 17,425,641 | 2,902,497 | 615,640 | 20,943,778 |
| 2. St. Louis & San Francisco..... | 1,822,211 | 3,047,229 | 181,251 | 5,160,971 | 497,961 | 36,837 | 5,696,069 |
| 3. Chicago, Burlington & Quincy..... | 1,283,208 | 1,842,233 | ..... | 3,125,441 | ..... | ..... | 18,510,501 |
| 4. Chicago Great Western..... | 1,883,708 | 2,083,940 | ..... | 3,967,648 | 624,788 | 120,472 | 4,524,706 |
| 5. Chicago, Rock Island & Pacific..... | 3,703,769 | 3,108,434 | ..... | 13,812,233 | 2,628,477 | 272,866 | 16,713,646 |
| 6. Hutchinson & Southern..... | 21,065 | 36,416 | ..... | 77,441 | ..... | ..... | 77,441 |
| 7. Kansas City Belt..... | ..... | ..... | ..... | ..... | 164,892 | ..... | 164,892 |
| 8. Kansas City, Fort Scott & Memphis..... | 1,065,405 | 1,867,441 | ..... | 2,922,846 | 973,739 | 115,880 | 4,012,465 |
| 9. Kansas City, Clinton & Springfield..... | 163,860 | 181,780 | ..... | 345,660 | 4,607 | 3,920 | 384,287 |
| 10. Kansas City, Pittsburg & Gulf..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 11. Kansas City Suburban Belt..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 12. Union Terminal..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 13. Leavenworth, Topeka & Southwestern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 14. Manhattan, Alma & Burlington..... | 36 | 8,642 | 36,280 | 36,280 | 31,400 | 443 | 67,680 |
| 15. Missouri, Kansas & Texas..... | 3,092,721 | 5,553,365 | 34,384 | 8,680,470 | 1,046,849 | 185,683 | 10,051,514 |
| 16. Missouri Pacific..... | 3,522,251 | 4,942,091 | 172,896 | 8,618,972 | 2,948,971 | 196,483 | 11,497,204 |
| 17. Central Branch Union Pacific..... | 186,808 | 246,280 | 785,408 | 1,178,496 | 86,474 | 11,168 | 1,382,026 |
| 18. Kansas City Northwestern..... | 123,203 | 107,862 | 237,681 | 468,746 | 48,891 | 11,242 | 588,700 |
| 19. Junction City & Fort Kearney..... | 3,163,793 | 4,426,224 | 15,135 | 7,605,152 | 1,773,863 | 247,315 | 9,628,288 |
| 20. Kansas Central..... | 60,808 | 60,240 | ..... | 121,048 | 23,401 | 3,001 | 147,448 |
| 21. Omaha & Republican Valley..... | 1,167 | 8,953 | 105,192 | 115,222 | 11,316 | 6,735 | 133,473 |
| 22. St. Joseph & Grand Island..... | 223,783 | 139,776 | 182,993 | 549,162 | 29,083 | 27,481 | 596,731 |
| 23. Salina & Southwestern..... | 161,917 | 215,415 | 184,464 | 557,796 | 36,600 | 13,034 | 637,400 |
| 24. Solomon..... | 22,865 | 22,865 | ..... | 45,730 | 10,040 | 1,138 | 56,761 |
| 25. Union Pacific, Lincoln & Colorado..... | 36,262 | 36,900 | ..... | 73,162 | 2,353 | 938 | 76,473 |
| 26. Wichita & Western..... | 28,960 | 2,224 | 135,259 | 166,443 | 10,032 | 17,240 | 186,345 |
| Totals..... | 34,568,469 | 52,794,406 | 3,271,919 | 90,634,794 | 13,046,479 | 1,894,116 | 106,577,389 |

TABLE 17 — Concluded. Train Mileage, Entire Line.

| ROADS. | Mileage of freight-cars. | | | | Average number of freight-cars in train. | | | Average number tons of freight. | |
|---|--------------------------|----------------|----------------|----------------|--|---------|--------|---------------------------------|----------------|
| | Loaded. | | Empty. | | Total. | Loaded. | Empty. | In train. | In loaded car. |
| | North or east. | South or west. | North or east. | South or west. | | | | | |
| 1. Atchison, Topeka & Santa Fe..... | 75,011,046 | 71,126,725 | 28,248,209 | 30,386,074 | 18 | 13 | 5 | 126 | 10 |
| 2. St. Louis & San Francisco..... | 17,115,875 | 19,923,083 | 9,958,571 | 7,494,417 | 22 9 | 13 95 | 8 14 | 132 39 | 9 49 |
| 3. Chicago, Burlington & Quincy..... | 176,175,872 | 167,927,796 | 167,927,796 | ..... | 21 15 | 15 26 | 5 89 | 165 52 | 10 86 |
| 4. Chicago Great Western..... | 17,884,400 | 14,371,480 | 3,470,820 | 6,785,169 | 19 20 | 14 57 | 4 63 | 481 61 | ..... |
| 5. Chicago, Rock Island & Pacific..... | 56,584,290 | 51,313,107 | 15,892,573 | 21,314,354 | 10 | 6 | 4 | 136 1786 | 10 57 |
| 6. Hutchinson & Southern..... | ..... | ..... | ..... | ..... | 10 | 6 | 4 | 90 | 15 |
| 7. Kansas City Belt..... | 13,921,414 | 11,976,593 | 4,164,063 | 6,504,059 | 19 58 | 13 87 | 5 71 | 179 42 | 14 30 |
| 8. Kansas City, Fort Scott & Memphis..... | 1,063,867 | 808,190 | 139,706 | 291,052 | 12 67 | 10 80 | 2 37 | 132 09 | 13 35 |
| 9. Kansas City, Clinton & Springfield..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 10. Kansas City, Pittsburg & Gulf..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 11. Kansas City Suburban Belt..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Union Terminal..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 12. Leavenworth, Topeka & Southwestern..... | 65,655 | 87,207 | 56,440 | 33,328 | 7 | 4 | 8 | 33 | 8 |
| 13. Manhattan, Alma & Burlingame..... | 33,506,843 | 49,340,708 | 25,383,684 | 16,618,913 | 20 91 | 13 52 | 7 39 | 149 | 11 |
| 14. Missouri, Kansas & Texas..... | 37,194,452 | 37,194,452 | 12,997,515 | 16,610,963 | 19 87 | 14 22 | 5 65 | 183 36 | 10 79 |
| 15. Missouri Pacific..... | 1,667,896 | 2,168,430 | 1,124,622 | 676,803 | 12 83 | 8 73 | 4 10 | 67 92 | 7 78 |
| 16. Central Branch Union Pacific..... | 1,960,786 | ..... | 351,503 | ..... | ..... | ..... | ..... | ..... | ..... |
| 17. Kansas City Northwestern..... | 55,455,827 | 38,425,722 | 11,722,469 | 29,436,135 | 30 | 21 | 9 | 225 | 11 |
| 18. Union Pacific..... | 150,114 | 116,371 | 72,531 | 91,298 | 7 | 4 | 3 | 28 | 8 |
| 19. Junction City & Fort Kearney..... | 266,601 | 224,280 | 157,897 | 63,577 | 6 | 4 | 2 | 36 | 11 |
| 20. Kansas Central..... | 1,170,195 | 1,507,643 | 725,685 | 376,043 | 12 | 8 | 4 | 77 | 10 |
| 21. Omaha & Republican Valley..... | 1,313,436 | 1,658,270 | 945,980 | 394,9 5 | 11 | 8 | 3 | 72 | 9 |
| 22. St. Joseph and Grand Island..... | 1,41,432 | 29,820 | 10,400 | 17,517 | 4 | 3 | 1 | 26 | 12 |
| 23. Salina & Southwestern..... | 106,544 | 77,702 | 48,228 | 49,126 | 7 | 5 | 2 | 49 | 12 |
| 24. Solomon..... | 305,030 | 340,945 | 119,687 | 134,160 | 7 | 5 | 2 | 29 | 8 |
| 25. Union Pacific, Lincoln & Colorado..... | 83,515 | 102,224 | 51,738 | 37,146 | 7 | 5 | 2 | 29 | 8 |
| 26. Wichita & Western..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Totals..... | 490,038,580 | 294,623,332 | 188,445,037 | 137,324,419 | ..... | ..... | ..... | ..... | ..... |

1. Not divided according to heading; includes movements in all directions.

TABLE 17a. — Train Mileage, State of Kansas.

| ROADS. | Miles run by — | | | | | | |
|--|-------------------|-----------------|---------------|-------------------------------|-------------------|--------------------------------|--------------|
| | Passenger-trains. | Freight-trains. | Mixed trains. | Total trains earning revenue. | Switching trains. | Construction and other trains. | Grand total. |
| 1. Atchison, Topeka & Santa Fe | | | | | | | |
| 2. St. Louis & San Francisco | 83,028 | 164,464 | | 247,492 | | | 247,492 |
| 3. Chicago, Burlington & Quincy | 67,173 | 49,473 | | 116,646 | 25,288 | 423 | 142,307 |
| 4. Chicago Great Western | | | | | | | |
| 5. Chicago, Rock Island & Pacific | | | | | | | |
| 6. Hutchinson & Southern | 21,055 | 56,416 | | 77,471 | 48,775 | | 77,471 |
| 7. Kansas City Belt | | | | | | | 48,775 |
| 8. Kansas City, Fort Scott & Memphis | | | | | | | |
| 9. Kansas City, Clinton & Springfield | | | | | | | |
| 10. Kansas City, Pittsburg & Gulf | | | | | | | |
| 11. Kansas City Suburban Belt | | | | | | | |
| Union Terminal | | | | | | | |
| 12. Leavenworth, Topeka & Southwestern | | 36,280 | 36,280 | 36,280 | 31,400 | | 67,680 |
| 13. Manhattan, Alma & Burlingame | 36 | 34,384 | 34,384 | 43,062 | | 443 | 43,506 |
| 14. Missouri, Kansas & Texas | | 8,642 | | | | | |
| 15. Missouri Pacific | | | | | | | |
| 16. Central Branch Union Pacific | 196,808 | 246,280 | 257,861 | 700,779 | 86,474 | 11,168 | 788,421 |
| 17. Kansas City Northwestern | 176,205 | 107,862 | | 284,067 | 48,381 | 11,242 | 293,700 |
| 18. Union Pacific | 60,806 | 80,240 | | 121,046 | 23,401 | 3,001 | 147,448 |
| Junction City & Fort Kearney | 1,167 | 8,863 | 105,192 | 115,222 | 11,516 | 8,735 | 135,473 |
| Kansas Central | | | | | | | |
| Omaha & Republican Valley | 103,154 | 143,965 | 101,016 | 348,135 | 36,600 | 9,542 | 394,277 |
| 21. St. Joseph & Grand Island | 22,988 | 23,585 | | 45,583 | 10,040 | 1,188 | 56,761 |
| 22. Salina & Southwestern | 36,262 | 36,900 | | 73,162 | 2,363 | 958 | 76,473 |
| 23. Solomon | 590 | 2,224 | 135,259 | 138,073 | 10,032 | 17,240 | 165,945 |
| 24. Union Pacific, Lincoln & Colorado | | 178 | 52,752 | 81,864 | | 2,497 | 84,361 |
| 25. Wichita & Western | 28,934 | | | | | | |
| Totals | 748,216 | 908,102 | 722,564 | 2,378,882 | 384,220 | 66,387 | 2,779,489 |

TABLE 17a—Concluded. Train Mileage, State of Kansas.

| Roads. | Mileage of freight-cars. | | | | Average number of freight-cars in train. | | | Average number tons of freight. | |
|---|--------------------------|----------------|----------------|----------------|--|---------|--------|---------------------------------|----------------|
| | Loaded. | | Empty. | | Total. | Loaded. | Empty. | In train. | In loaded car. |
| | North or east. | South or west. | North or east. | South or west. | | | | | |
| 1. Atchison, Topeka & Santa Fe..... | | | | | | | | | |
| 2. St. Louis & San Francisco..... | | | | | | | | | |
| 3. Chicago, Burlington & Quincy..... | | | | | | | | | |
| 4. Chicago Great Western..... | 259,335 | 290,827 | 136,134 | 99,970 | 15,28 | 10,51 | 4,77 | 379,01 | |
| 5. Chicago, Rock Island & Pacific..... | | | | | | | | | |
| 6. Hutchinson & Southern..... | | | | | 10 | 6 | 4 | 90 | 15 |
| 7. Kansas City Belt..... | | | | | | | | | |
| 8. Kansas City, Fort Scott & Memphis..... | | | | | | | | | |
| 9. Kansas City, Clinton & Springfield..... | | | | | | | | | |
| 10. Kansas City, Pittsburg & Gulf..... | | | | | | | | | |
| 11. Kansas City Suburban Belt..... | | | | | | | | | |
| Union Terminal..... | | | | | | | | | |
| 12. Leavenworth, Topeka & Southwestern..... | 65,655 | 87,207 | 56,440 | 33,328 | 7 | 4 | 3 | 33 | 8 |
| 13. Manhattan, Alma & Burlingame..... | | | | | | | | | |
| 14. Missouri, Kansas & Texas..... | | | | | | | | | |
| 15. Missouri Pacific..... | 1,657,896 | 2,168,430 | 1,124,622 | 676,803 | 12,83 | 5,73 | 4,10 | 67,92 | 7,78 |
| 16. Central Branch Union Pacific..... | 980,796 | | 351,503 | | | | | | |
| 17. Kansas City Northwestern..... | | | | | | | | | |
| 18. Union Pacific..... | 150,114 | 116,371 | 72,531 | 91,288 | 7 | 4 | 3 | 28 | 8 |
| 19. Junction City & Fort Kearney..... | 266,601 | 224,280 | 157,897 | 63,577 | 6 | 4 | 2 | 36 | 11 |
| 20. Kansas Central..... | | | | | | | | | |
| 21. Omaha & Republican Valley..... | 866,208 | 1,118,961 | 604,157 | 236,871 | 13 | 9 | 4 | 76 | 9 |
| 22. St. Joseph & Grand Island..... | 41,432 | 29,820 | 10,400 | 17,517 | 4 | 3 | 1 | 26 | 12 |
| 23. Salina & Southwestern..... | 106,544 | 77,702 | 43,228 | 49,126 | 7 | 5 | 2 | 49 | 12 |
| 24. Solomon..... | 395,030 | 340,945 | 119,687 | 131,150 | 7 | 5 | 2 | 29 | 8 |
| 25. Union Pacific, Lincoln & Colorado..... | 88,515 | 102,224 | 51,738 | 37,146 | 7 | 5 | 2 | 38 | 8 |
| 26. Wichita & Western..... | | | | | | | | | |
| Totals..... | \$4,778,116 | \$4,526,767 | \$2,728,337 | \$1,491,776 | | | | | |

1. Not divided according to headings, includes movements in all directions.

TABLE 18.—Freight Traffic Movement, Entire Line. Company's material excluded.

| ROADS. | Products of agriculture. | | | | | | | | | | | | | | | |
|---|--------------------------|-------|----------|-------|----------------------|------|----------|------|----------|---|----------|-----|-----------------------|------|---------|------|
| | Grain. | | Flour. | | Other mill products. | | Hay. | | Tobacco. | | Cotton. | | Fruit and vegetables. | | | |
| | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % | | |
| 1. Atchison, Topeka & Santa Fe..... | 533,596 | 9.56 | 94,116 | 1.69 | 34,506 | .62 | 137,804 | 2.47 | | | 5,554 | .10 | 189,370 | 2.86 | | |
| 2. St. Louis & San Francisco..... | 72,787 | 3.59 | 45,380 | 2.24 | 19,026 | .94 | 68,584 | 3.28 | | | 13,970 | .69 | 51,645 | 2.55 | | |
| 3. Chicago, Burlington & Quincy..... | | | | | | | | | | | | | | | | |
| 4. Chicago Great Western..... | 321,178 | 23.33 | 145,486 | 10.57 | 28,790 | 1.95 | 17,955 | 1.30 | | | | | 56,792 | 4.12 | | |
| 5. Chicago, Rock Island & Pacific..... | 1,004,802 | 17.83 | 139,609 | 2.43 | 101,429 | 1.80 | 136,817 | 2.43 | | | | | 152,137 | 2.70 | | |
| 6. Hutchinson & Southern..... | 4,866 | 1.78 | 60 | .02 | 36 | .01 | 96 | .04 | | | 6,719 | .12 | 152,364 | 1.13 | | |
| 7. Kansas City Belt..... | | | | | | | | | | | | | | | | |
| 8. Kansas City, Fort Scott & Memphis..... | 144,153 | 6.69 | 102,750 | 4.77 | | | 69,540 | 3.23 | | | 6,723 | .31 | 28,223 | 1.31 | | |
| 9. Kansas City, Clinton & Springfield..... | 20,462 | 7.45 | 14,745 | 5.37 | | | 6,830 | 2.49 | | | | | 910 | .33 | | |
| 10. Kansas City, Pittsburg & Gulf..... | | | | | | | | | | | | | | | | |
| 11. Kansas City Suburban Belt..... | | | | | | | | | | | | | | | | |
| 12. Union Terminal..... | | | | | | | | | | | | | | | | |
| 13. Leavenworth, Topeka & Southwestern..... | 6,855 | 14.91 | 395 | .86 | 78 | .17 | 3,545 | 7.68 | | | | | 100 | .22 | | |
| 14. Manhattan, Alma & Burlingame..... | 341,984 | 15.18 | 81,366 | 1.70 | | | 109,764 | | | | | | 37,184 | 4.80 | | |
| 15. Missouri Pacific..... | 702,622 | 27.80 | 3,989 | 1.42 | | | | | | | 129,649 | .01 | 222,002 | 2.34 | | |
| 16. Missouri Pacific..... | 78,100 | 26.82 | 1,603 | 1.11 | | | | | | | | | 6,577 | | | |
| 17. Central Branch Union Pacific..... | 38,703 | 8.88 | 33,479 | 1.04 | 5,751 | 3.99 | | | | | | | | | | |
| 18. Kansas City Northwestern..... | 285,198 | 8.88 | 17,963 | .56 | 17,963 | .56 | | | | | 646 | .02 | 172,784 | 5.38 | | |
| 19. Junction City & Fort Kearney..... | 4,265 | 10.11 | 1,160 | .76 | 1,369 | .95 | 1,369 | 3.30 | | | | | 1,825 | 4.83 | | |
| 20. Kansas Central..... | 21,528 | 27.89 | 2,329 | 3.02 | 534 | .69 | 1,647 | 2.14 | | | | | 419 | 3.54 | | |
| 21. Omaha & Republican Valley..... | 155,775 | 34.34 | 7,812 | 1.97 | 2,438 | .62 | 6,106 | 1.55 | | | 136 | .08 | 9,639 | 2.44 | | |
| 22. St. Joseph & Grand Island..... | 78,737 | 32.30 | 4,722 | 1.94 | 473 | .19 | 1,945 | 3.97 | | | | | 10,873 | 4.46 | | |
| 23. Salina & Southwestern..... | 3,707 | 16.88 | 510 | 2.32 | 262 | 1.19 | 872 | 3.97 | | | | | 1,354 | 6.17 | | |
| 24. Solomon..... | 6,109 | 13.73 | 164 | .37 | 70 | .16 | 49 | .11 | | | | | 1,003 | 2.26 | | |
| 25. Union Pacific, Lincoln & Colorado..... | 8,855 | 19.81 | 462 | 1.03 | 341 | .76 | 1,097 | 2.45 | | | | | 201 | 4.45 | | |
| 26. Wichita & Western..... | 14,247 | 36.33 | 132 | .34 | 127 | .32 | 701 | 1.79 | | | | | 561 | 1.43 | | |
| Totals..... | 3,828,509 | 13.27 | 758,918 | 2.63 | 210,153 | .73 | 632,951 | 2.20 | | | 786 | .01 | 162,962 | .57 | 918,963 | 3.14 |

TABLE 18—Continued. Freight Traffic Movement, Entire Line. Company's material excluded.

| ROADS. | Products of animals. | | | | | | | | | | | |
|---|----------------------|-------|---------------|-----|-------------------------------|------|--------------------------|------|----------|------|--------------------|-----|
| | Live stock. | | Dressed meat. | | Other packing-house products. | | Poultry, game, and fish. | | Wool. | | Hides and leather. | |
| | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % |
| 1. Atchison, Topeka & Santa Fe..... | 747,271 | 13.39 | 15,941 | .29 | 37,596 | .67 | 16,846 | .30 | 8,248 | .15 | 8,663 | .16 |
| 2. St. Louis & San Francisco..... | 130,229 | 6.43 | 1,036 | .05 | 12,162 | .60 | 2,038 | .10 | 6,696 | .03 | 2,681 | .13 |
| 3. Chicago, Burlington & Quincy..... | 100,932 | 7.99 | 6,971 | .51 | 4,888 | .36 | 1,029 | .07 | 958 | .07 | 6,070 | .44 |
| 4. Chicago, Great Western..... | 508,288 | 9.04 | 30,025 | .52 | 65,200 | 1.16 | | | 6,864 | .12 | 12,925 | .23 |
| 5. Chicago, Rock Island & Pacific..... | 8,108 | 2.97 | | | | | | | | | | |
| 6. Hutchinson & Southern..... | | | | | | | | | | | | |
| 7. Kansas City Belt..... | | | | | | | | | | | | |
| 8. Kansas City, Fort Scott & Memphis..... | 104,120 | 4.83 | | | 58,964 | 2.74 | 1,820 | .08 | 10 | | 16 | |
| 9. Kansas City, Clinton & Springfield..... | 32,440 | 11.81 | | | 1,622 | .59 | 1,288 | .47 | | | | |
| 10. Kansas City, Pittsburg & Gulf..... | | | | | | | | | | | | |
| 11. Kansas City Suburban Belt..... | | | | | | | | | | | | |
| 12. Union Terminal..... | | | | | | | | | | | | |
| 13. Leavenworth, Topeka & Southwestern..... | 24,309 | 52.65 | | | 25 | .05 | 186 | .42 | | | | |
| 14. Manhattan, Alma & Burlingame..... | 363,018 | 8.59 | | | 12,020 | | | | 722 | | 5,329 | |
| 15. Missouri, Kansas & Texas..... | 387,563 | 18.12 | | | | | | | 122,763 | 2.65 | | |
| 16. Missouri Pacific..... | 50,897 | 15.67 | | | | | | | | | | |
| 17. Central Branch Union Pacific..... | 23,612 | 10.96 | | | | | | | | | | |
| 18. Kansas City Northwestern..... | 352,056 | 15.67 | | | | | | | | | | |
| 19. Union Pacific..... | 11,741 | 27.84 | 24,255 | .75 | 17,657 | .55 | 20,013 | .62 | 15,224 | .47 | 4,758 | .15 |
| 20. Junction City & Fort Kearney..... | 21,000 | 27.21 | | | | | 1,916 | 4.54 | | | 3 | .01 |
| 21. Kansas Central..... | 56,842 | 14.38 | | | 253 | .06 | 109 | .14 | | | 8 | .01 |
| 22. Omaha & Republican Valley..... | 28,141 | 11.55 | 12 | .01 | | | 2,297 | .58 | 9 | .01 | 315 | .08 |
| 23. St. Joseph & Grand Island..... | 3,658 | 16.66 | | | | | 1,173 | .48 | 11 | .01 | 230 | .10 |
| 24. Salina & Southwestern..... | 11,965 | 26.89 | | | | | 180 | .82 | | | | |
| 25. Solomon..... | 13,316 | 29.79 | | | | | 960 | 2.14 | | | | |
| 26. Union Pacific, Lincoln & Colorado..... | 4,127 | 10.53 | | | 12 | .03 | 244 | .64 | 5 | .01 | 2 | |
| 27. Wichita & Western..... | | | | | | | 82 | .21 | 26 | .03 | | |
| Totals..... | 3,682,628 | 10.51 | 78,220 | .28 | 210,477 | .73 | 50,181 | .18 | 155,226 | .54 | 41,189 | .15 |

TABLE 18—Continued. Freight Traffic Movement, Entire Line. Company's material excluded.

| ROADS. | Product of mines. | | | | | | | | | | | |
|---|-------------------|------|------------------|-------|----------|------|----------|------|--------------------------------------|------|----------|------|
| | Anthracite coal. | | Bituminous coal. | | Coke. | | Ores. | | Stone, sand, and oth'r like article. | | Salt. | |
| | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % |
| 1. Atchison, Topeka & Santa Fe..... | 36,515 | .64 | 1,655,131 | 29.67 | 139,799 | 2.51 | 425,002 | 7.62 | 133,449 | 2.39 | 85,556 | 1.53 |
| 2. St. Louis & San Francisco..... | 1,174 | .05 | 562,781 | 28.70 | 6,107 | .30 | 102,283 | 5.53 | 161,164 | 7.95 | | |
| 3. Chicago, Burlington & Quincy..... | | | 125,869 | 9.14 | 655 | .05 | 2,011 | .15 | 17,418 | 1.28 | 4,916 | .36 |
| 4. Chicago Great Western..... | | | 853,233 | 15.23 | 14,415 | .28 | 95,899 | 1.70 | 355,902 | 6.32 | 51,660 | .92 |
| 5. Chicago, Rock Island & Pacific..... | | | 5,238 | 1.92 | | | | | | | 1,499 | .55 |
| 6. Hutchinson & Southern..... | 141,500 | 2.51 | | | | | | | | | | |
| 7. Kansas City Belt..... | | | 640,214 | 29.70 | | | | | | | 9,904 | .46 |
| 8. Kansas City, Fort Scott & Memphis..... | | | 11,769 | 4.29 | | | | | | | 2,299 | .84 |
| 9. Kansas City, Clinton & Springfield..... | | | | | | | | | | | | |
| 10. Kansas City, Pittsburg & Gulf..... | | | | | | | | | | | | |
| 11. Kansas City Suburban Belt..... | | | | | | | | | | | | |
| 12. Union Terminal..... | | | | | | | | | | | | |
| 13. Leavenworth, Topeka & Southwestern..... | | | 5,520 | 11.96 | | | | | | | | |
| 14. Manhattan, Alma & Burlington..... | 36 | .08 | 918,997 | 23.75 | 19 | .04 | 2,678 | .38 | 68,477 | 1.41 | 650 | .14 |
| 15. Missouri, Kansas & Texas..... | 115,320 | 2.49 | 1,100,923 | 18.42 | | | | | | | 17,958 | |
| 16. Missouri Pacific..... | 1,106 | .39 | 51,763 | 27.52 | | | | | | | | |
| 17. Central Branch Union Pacific..... | | | 39,790 | 27.52 | | | | | | | | |
| 18. Kansas City Northwestern..... | | | 981,981 | 30.57 | 10,798 | .34 | 145,520 | 4.53 | 9,269 | .29 | | |
| 19. Union Pacific..... | 13,622 | .43 | 9,615 | 22.80 | | | | | | | | |
| 20. Junction City & Fort Kearney..... | 173 | .30 | 12,066 | 15.69 | | | | | | | | |
| 21. Kansas Central..... | 66 | .12 | 66,583 | 16.84 | 570 | .14 | 34 | .01 | 558 | .73 | | |
| 22. Omaha & Roubidoux Valley..... | 4,197 | 1.06 | 42,271 | 17.34 | | | | | 6,328 | 1.40 | | |
| 23. St. Joseph & Grand Island..... | 3,197 | 1.31 | 2,131 | 9.71 | | | | | 2,731 | 1.12 | | |
| 24. Salina & Southwestern..... | 16 | .07 | 14,888 | 33.46 | 14 | .03 | | | 15 | .03 | | |
| 25. Union Pacific, Lincoln & Colorado..... | 94 | .15 | 9,020 | 20.18 | | | | | | | | |
| 26. Union Pacific, Lincoln & Colorado..... | 63 | .15 | 9,020 | 20.18 | | | | | | | | |
| 27. Wichita & Western..... | 101 | .26 | 9,346 | 23.83 | 14 | .04 | | | 678 | 1.73 | 2,949 | 7.52 |
| Totals..... | 316,165 | 1.10 | 7,144,219 | 24.75 | 172,291 | .60 | 853,401 | 2.27 | 779,279 | 2.71 | 177,477 | .62 |

TABLE 18—Continued. Freight Traffic Movement, Entire Line. Company's material excluded.

| | Product of forest. | | Manufactures. | | | | | | | | | | | | |
|---|--------------------|-------|---------------------------|------|----------|------|---------------|-----|----------------------|------|-----------------------|-----|-------------------------------|---|--|
| | Lumber. | | Petroleum and other oils. | | Sugar. | | Naval stores. | | Iron, pig and bloom. | | Iron and steel rails. | | Other castings and machinery. | | |
| | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % | |
| 1. Atchison, Topeka & Santa Fe..... | 285,327 | 5.11 | 90,177 | 1.62 | 58,237 | 1.04 | 6,444 | .12 | 19,722 | .35 | 37,132 | .67 | | | |
| 2. St. Louis & San Francisco..... | 314,624 | 13.50 | 23,840 | 1.18 | 5,705 | .28 | 18,761 | .90 | 19,114 | .92 | 11,302 | .55 | | | |
| 3. Chicago, Burlington & Quincy..... | | | | | | | | | | | | | | | |
| 4. Chicago Great Western..... | 144,551 | 10.50 | 56,539 | 4.11 | 6,763 | .49 | 493 | .04 | 4,561 | .33 | 13,082 | .95 | | | |
| 5. Chicago, Rock Island & Pacific..... | 369,308 | 6.91 | 92,133 | 1.63 | 117,640 | 2.09 | 43,014 | .77 | 117,372 | 2.08 | 31,686 | .96 | | | |
| 6. Hutchinson & Southern..... | 2,963 | 1.09 | | | 81 | .03 | | | | | | | | | |
| 7. Kansas City Belt..... | | | | | | | | | | | | | | | |
| 8. Kansas City, Fort Scott & Memphis..... | 453,941 | 21.29 | 5,635 | .28 | 12,752 | .59 | 5,490 | .25 | 195 | .01 | 12,690 | .59 | | | |
| 9. Kansas City, Clinton & Springfield..... | 40,275 | 14.66 | 1,050 | .38 | 252 | .09 | 874 | .32 | | | 2,205 | .80 | | | |
| 10. Kansas City, Pittsburg & Gulf..... | | | | | | | | | | | | | | | |
| 11. Kansas City Suburban Belt..... | | | | | | | | | | | | | | | |
| 12. Union Terminal..... | | | | | | | | | | | | | | | |
| 13. Leavenworth, Topeka & Southwestern..... | 1,710 | 3.70 | 37 | .08 | 15 | .03 | | | | | 16 | .04 | | | |
| 14. Manhattan, Alma & Burlingame..... | 239,711 | 11.79 | 46,840 | | | | | | | | 38,343 | | | | |
| 15. Missouri, Kansas & Texas..... | 545,638 | 9.89 | | | | | | | | | | | | | |
| 16. Missouri Pacific..... | 28,067 | 4.92 | | | | | | | | | | | | | |
| 17. Central Branch Union Pacific..... | 7,103 | 4.10 | | | | | | | | | | | | | |
| 18. Kansas City Northwestern..... | 131,695 | 4.38 | 39,513 | 1.24 | 27,342 | .85 | 3,316 | .10 | 3,179 | .10 | 24,137 | .75 | | | |
| 19. Junction City & Fort Kearney..... | 1,845 | 5.11 | 275 | .65 | | | | | | | 174 | .41 | | | |
| 20. Kansas Central..... | 6,252 | 5.11 | 91 | .12 | 26 | .03 | 26 | .03 | | | 112 | .15 | | | |
| 21. Omaha & Republican Valley..... | 21,892 | 5.54 | 947 | .24 | 1,173 | .30 | 121 | .03 | 10 | .01 | 1,541 | .39 | | | |
| 22. St. Joseph & Grand Island..... | 13,436 | 5.34 | 9,752 | 4.00 | 2,556 | 1.05 | 42 | .02 | 47 | .02 | 681 | .23 | | | |
| 23. Salina & Southwestern..... | 1,990 | 3.33 | 15 | .07 | 64 | .23 | | | | | | | | | |
| 24. Solomon..... | 2,150 | 4.86 | 313 | .70 | | | | | | | 73 | .17 | | | |
| 25. Union Pacific, Lincoln & Colorado..... | 3,127 | 7.00 | 73 | .16 | | | | | | | 37 | .08 | | | |
| 26. Wichita & Western..... | 3,157 | 8.08 | 98 | .25 | 195 | .50 | | | | | 33 | .08 | | | |
| Totals..... | 2,664,072 | 9.24 | 367,638 | 1.28 | 232,801 | .81 | 85,123 | .30 | 202,543 | .71 | 142,039 | .50 | | | |

TABLE 18—Continued. Freight Traffic Movement, Entire Line. Company's material excluded.

| | Manufactures — Concluded. | | | | | | | | | | | |
|---|---------------------------|------|--------------------------|------|--------------------------|-----|-------------------------------|-----|----------------------------|-----|------------------|------|
| | Bar and sheet metal. | | Cement, brick, and lime. | | Agricultural implements. | | Wagons, carriages, and tools. | | Wines, liquors, and beers. | | Household goods. | |
| | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % |
| 1. Atchison, Topeka & Santa Fe..... | 43,579 | .78 | 136,237 | 2.44 | 17,045 | .31 | 17,242 | .31 | 41,493 | .74 | 58,237 | 1.04 |
| 2. St. Louis & San Francisco..... | 23,066 | 1.14 | 64,505 | 3.18 | 6,737 | .33 | 12,977 | .60 | 15,747 | .90 | 19,065 | .90 |
| 3. Chicago, Burlington & Quincy..... | 12,436 | .60 | 22,750 | 1.65 | 5,440 | .40 | 2,363 | .17 | 7,429 | .54 | 9,470 | .69 |
| 4. Chicago Great Western..... | 100,942 | 1.79 | 290,626 | 4.98 | 44,500 | .79 | 26,552 | .47 | 82,983 | .58 | 41,522 | .75 |
| 5. Chicago, Rock Island & Pacific..... | | | | | 150 | .06 | | | | | | |
| 6. Hutchinson & Southern..... | | | | | | | | | | | | |
| 7. Kansas City Belt..... | | | | | | | | | | | | |
| 8. Kansas City, Fort Scott & Memphis..... | 2,448 | .11 | 78,600 | 3.65 | | | 6,720 | .31 | 2,690 | .12 | 15,870 | .74 |
| 9. Kansas City, Clinton & Springfield..... | | | 7,776 | 2.83 | | | 1,020 | .37 | 660 | .24 | 3,930 | 1.43 |
| 10. Kansas City, Pittsburg & Gulf..... | | | | | | | | | | | | |
| 11. Kansas City Suburban Belt..... | | | | | | | | | | | | |
| 12. Union Terminal..... | | | | | | | | | | | | |
| 13. Leavenworth, Topeka & Southwestern..... | | | | | | | | | | | | |
| 14. Manhattan, Alma & Burlingame..... | | | 354 | .77 | 15 | .03 | 10 | .02 | 37 | .08 | 361 | .61 |
| 15. Missouri, Kansas & Texas..... | | | 54,334 | | 11,725 | | 8,551 | | 14,704 | | 6,325 | |
| 16. Missouri Pacific..... | | | | | | | | | | | | |
| 17. Central Branch Union Pacific..... | | | | | | | | | | | | |
| 18. Kansas City Northwestern..... | 58,768 | 1.83 | 24,270 | .76 | 8,919 | .27 | 6,544 | .20 | 23,603 | .73 | 12,563 | .39 |
| 19. Union Pacific..... | | | 293 | .67 | 210 | .46 | 24 | .06 | 38 | .09 | 116 | .28 |
| 20. Junction City & Fort Kearney..... | | | 1,098 | 1.42 | 156 | .20 | 126 | .16 | | | 159 | .21 |
| 21. Kansas Central..... | 21 | .03 | 5,690 | 1.44 | 2,307 | .58 | 305 | .08 | 3,031 | .77 | 979 | .25 |
| 22. Omaha & Republican Valley..... | 200 | .05 | 6,608 | 2.71 | 2,928 | .38 | 275 | .11 | 1,623 | .53 | 464 | .19 |
| 23. St. Joseph & Grand Island..... | | | 11 | .64 | 11 | .05 | | | | | 42 | .19 |
| 24. Salina & Southwestern..... | 110 | .50 | 354 | .80 | 82 | .16 | | | 12 | .03 | 89 | .20 |
| 25. Solomon..... | | | 176 | .39 | 105 | .24 | 13 | .03 | | | 39 | .20 |
| 26. Union Pacific, Lincoln & Colorado..... | 3 | | 169 | .43 | 176 | .45 | 29 | .07 | | | 357 | .91 |
| 27. Wichita & Western..... | | | | | | | | | | | | |
| Totals..... | 241,605 | .84 | 683,990 | 2.38 | 98,506 | .35 | 82,781 | .29 | 146,751 | .51 | 169,538 | .59 |

TABLE 18—Concluded. Freight Traffic Movement, Entire Line. Company's material excluded.

| Roads. | Merchandise. | | Other commodities not before given. | | Originating on this road. | | Rec'd from connect'g roads and other carriers. | | Total. | |
|--|--------------|-------|-------------------------------------|-------|---------------------------|-------|--|-------|------------|--------|
| | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % | Tonnage. | % |
| | | | | | | | | | | |
| 1. Atchison, Topeka & Santa Fe | 337,420 | 6.05 | 156,245 | 2.80 | 4,054,398 | 72.67 | 1,524,122 | 27.33 | 5,578,520 | 100.00 |
| 2. St. Louis & San Francisco | 144,925 | 7.16 | 67,063 | 3.30 | 1,653,584 | 81.94 | 365,406 | 18.06 | 2,023,963 | 100.00 |
| 3. Chicago, Burlington & Quincy | 107,734 | 7.83 | 133,960 | 9.73 | ..... | ..... | ..... | ..... | 1,376,579 | 100.00 |
| 4. Chicago Great Western | 531,043 | 10.31 | 52,170 | 2.92 | ..... | ..... | ..... | ..... | 5,634,841 | 100.00 |
| 5. Chicago, Rock Island & Pacific | 2,277 | 83 | 1,568 | 57 | 18,581 | 68.10 | 8,704 | 31.90 | 27,285 | 100.00 |
| 6. Hutchinson & Southern | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 7. Kansas City Belt | 77,947 | 3.62 | 229,275 | 10.64 | 1,765,091 | 81.89 | 390,163 | 18.11 | 2,155,254 | 100.00 |
| 8. Kansas City, Fort Scott & Memphis | 13,252 | 4.82 | 104,983 | 38.19 | 110,145 | 40.09 | 164,597 | 59.91 | 274,742 | 100.00 |
| 9. Kansas City, Clinton & Springfield | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 10. Kansas City, Pittsburg & Gulf | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 11. Kansas City Suburban Belt | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Union Terminal | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 12. Leavenworth, Topeka & Southwestern | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 13. Manhattan, Alma & Burlingame | 1,843 | 3.99 | 92 | 20 | 27,582 | 59.74 | 18,586 | 40.26 | 46,168 | 100.00 |
| 14. Missouri, Kansas & Texas | 196,000 | 10.82 | 164,580 | 17.67 | 1,831,238 | 65.99 | 965,129 | 34.01 | 2,926,337 | 100.00 |
| 15. Missouri Pacific | 500,726 | 9.92 | 32,405 | 11.53 | ..... | ..... | ..... | ..... | 4,628,914 | 100.00 |
| 16. Central Branch Union Pacific | 27,858 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 290,945 | 100.00 |
| 17. Kansas City Northwestern | 7,514 | 9.53 | 22,704 | 14.71 | 137,331 | 95.18 | 6,951 | 4.82 | 144,282 | 100.00 |
| 18. Union Pacific | 306,156 | 5.99 | 390 | 87 | 1,504,765 | 52.48 | 1,392,291 | 47.52 | 2,967,056 | 100.00 |
| 19. Junction City & Fort Kearney | 8,397 | 13.51 | 368 | 47 | 18,443 | 44.47 | 23,027 | 55.53 | 41,470 | 100.00 |
| 20. Kansas Central | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 21. Omaha & Republican Valley | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 22. St. Joseph & Grand Island | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 23. Soling & Southwestern | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 24. Solomon | 6,744 | 30.71 | 84 | 39 | 174,357 | 45.75 | 208,672 | 54.25 | 381,029 | 100.00 |
| 25. Union Pacific, Lincoln & Colorado | 5,683 | 12.77 | 251 | 68 | 139,360 | 57.38 | 104,371 | 42.62 | 243,731 | 100.00 |
| 26. Wichita & Western | 6,981 | 15.62 | 302 | 56 | 9,985 | 45.67 | 11,876 | 54.33 | 21,861 | 100.00 |
| Totals | 1,674 | 4.27 | 236 | 53 | 25,259 | 56.76 | 19,336 | 43.24 | 44,595 | 100.00 |
| Totals | 2,379,360 | 8.25 | 1,842,385 | 6.39 | 11,671,305 | 68.92 | 5,265,715 | 31.09 | 28,858,299 | 100.00 |

TABLE 19. — Description of Equipment, Entire Line, June 30, 1896.

| Roads. | Cars in passenger service. | | | | | | | Cars in freight service. | | | | | | | | | | |
|--------------------------------------|----------------------------|--------------|-------------|----------|--------|--------|----------|------------------------------|--------|-------|--------|-------|--------|--------|------|--------------|--------|---------|
| | First class | Second class | Combination | Emigrant | Dining | Parlor | Sleeping | Baggage, express, and postal | Others | Total | Box | Flat | Stock | Coal | Tank | Refrigerator | Others | Total |
| 1. Atchison, Topeka & Santa Fe | 269 | 44 | 54 | | 13 | 4 | | 143 | 8 | 535 | 11,246 | 1,535 | 3,121 | 7,219 | | 791 | 599 | 24,511 |
| 2. St. Louis & San Francisco | 23 | 25 | 27 | | 10 | 2 | | 39 | | 136 | 2,302 | 11 | 800 | 1,871 | | 49 | 61 | 5,094 |
| 3. Chicago, Burlington & Quincy | 1,482 | | 82 | | 3 | | | 185 | | 761 | 19,604 | 2,029 | 4,537 | 4,911 | | 439 | 6 | 31,825 |
| 4. Chicago, Great Western | 10 | 24 | 11 | | 12 | 37 | 47 | 15 | 9 | 63 | 1,770 | 253 | 450 | 353 | | 11 | 2 | 2,519 |
| 5. Chicago, Rock Island & Pacific | 158 | 52 | 36 | | 12 | | | 101 | | 451 | 10,276 | 2,564 | 2,383 | | 125 | | 16,346 | |
| 6. Hutchinson & Southern | 2 | 1 | 1 | | | | | | | 4 | 10 | 4 | 10 | | | | | 24 |
| 7. Kansas City Belt | | | | | | | | | | | 3 | | | | | | | 3 |
| 8. Kansas City, Fort Scott & Memphis | 39 | 12 | 2 | | | | | 30 | | 83 | 3,578 | 276 | 312 | 2,568 | 125 | 90 | 6,949 | |
| 9. Kas. City Clinton & Springfield | 4 | 2 | | | | | | 3 | | 9 | 100 | | | 175 | | | 275 | |
| 10. Kansas City, Pittsburg & Gulf | 8 | 7 | 3 | | | | | 6 | | 24 | 413 | 274 | 40 | 544 | | | 1,271 | |
| 11. Kansas City Suburban Belt | | | | | | | | | | 10 | 1 | 17 | | 20 | | | 20 | |
| 12. Leavenworth, Topeka & Southw h. | 4 | 6 | 2 | | | | | | | 2 | | | | 10 | | | 28 | |
| 13. Manhattan, Alma & Burlingame | | | | | | | | 1 | | 3 | 4,662 | 591 | 998 | 2,267 | 176 | | 8,694 | |
| 14. Missouri, Kansas & Texas | 71 | 20 | 82 | | | | | 50 | | 173 | 26 | | | | | | 44 | |
| 15. Kansas City & Pacific | 3 | | 3 | | | | | | | 6 | 5,794 | 666 | 790 | 4,140 | 369 | 10 | 11,769 | |
| 15. Missouri Pacific | 117 | | 51 | | | 55 | 56 | 65 | | 344 | 103 | 81 | 3 | 159 | | | 346 | |
| 16. Kansas & Colorado Pacific | 8 | | 2 | | | | | 6 | | 16 | 3 | | | | | | 519 | |
| 16. Central Branch Union Pacific | 9 | 1 | 9 | | | | | 3 | | 22 | 344 | 36 | 95 | 44 | | | | |
| 17. Kansas City Northwestern | | | | | | | | | | | | | | | | | | |
| 18. Union Pacific | 94 | 1 | 31 | 21 | 7 | 4 | 70 | 81 | | 309 | 4,262 | 410 | 863 | 1,161 | 77 | 525 | 7,238 | |
| 19. Junction City & Fort Kearney | | | | | | | | | | | 49 | 1 | 2 | 6 | | 4 | 62 | |
| 20. Kansas Central | 5 | | 1 | | | | | 3 | | 9 | | | | | | | | |
| 21. Omaha & Republican Valley | | | | | | | | 3 | | 3 | 254 | 4 | 9 | 104 | | 1 | 372 | |
| 22. St. Joseph & Grand Island | | | | | | | | 6 | | 17 | 482 | 19 | 93 | 41 | | | 686 | |
| 23. Salina & Southwestern | | | | | | | | | | | | | | | | | | |
| 24. Salina & Southwestern | | | | | | | | | | | | | | | | | | |
| 24. Solomon | | | | | | | | | | | | | | | | | | |
| 25. Union Pac., Lincoln & Colorado | | | | | | | | | | | 599 | | 155 | | | | | |
| 25. Wichita & Western | 2 | 1 | | | | | | 1 | | 4 | | | | | | | 764 | |
| Totals | 1,316 | 196 | 351 | 21 | 45 | 124 | 173 | 741 | 17 | 2,264 | 65,878 | 8,790 | 14,691 | 25,582 | 9 | 2,162 | 1,298 | 118,370 |

1. Includes second-class cars.

4. Includes coal-cars.

TABLE 19—Concluded. Description of Equipment, Entire Line, June 30, 1896.

| ROADS. | Cars in company's service. | | | | | | Cars contributed to fast-freight service. | Total cars owned. | Cars leased. | Grand total. | Locomotives. | | | | |
|---|----------------------------|-------------|--------------|--------------|-----------------|--------------|---|-------------------|--------------|----------------|----------------|--------------|----------------|-------------|--------------|
| | Official..... | Gravel..... | Derrick..... | Caboose..... | Other road..... | Total..... | | | | | Passenger..... | Freight..... | Switching..... | Leased..... | Total..... |
| 1. Atchison, Topeka & Santa Fe..... | 9 | 334 | 9 | 393 | 36 | 771 | | 25,817 | | 25,817 | 395 | 421 | 90 | | 889 |
| 2. St. Louis & San Francisco..... | | 157 | | 106 | 13 | 276 | | 5,509 | | 5,509 | 50 | 134 | 16 | | 210 |
| 3. Chicago, Burlington & Quincy..... | 10 | 2 | 9 | 404 | 17 | 442 | | 32,729 | | 32,729 | 743 | | 145 | | 888 |
| 4. Chicago, Rock Island & Pacific..... | 2 | 3 | | 85 | 44 | 134 | | 5,079 | 2,063 | 7,142 | 267 | | | 50 | 147 |
| 5. Chicago, Rock Island & Pacific..... | 6 | 319 | 5 | 293 | 93 | 716 | 425 | 16,515 | | 18,130 | 189 | 319 | 106 | | 561 |
| 6. Hutchinson & Southern..... | | | | 1 | | 1 | | 29 | | 29 | 1 | 2 | | | 3 |
| 7. Kansas City Belt..... | | | | | 17 | 17 | | 20 | | 20 | | | | | 7 |
| 8. Kansas City, Fort Scott & Memphis..... | 3 | | 2 | 88 | 8 | 101 | | 7,133 | | 7,133 | 41 | 77 | 34 | | 152 |
| 9. Kansas City, Clinton & Springfield..... | | | | 8 | | 8 | | 7,292 | | 7,292 | 41 | 12 | | | 12 |
| 10. Kansas City, Pittsburg & Gulf..... | 2 | 20 | | 14 | 1 | 37 | | 1,332 | | 1,332 | 11 | 24 | | | 35 |
| 11. Kansas City Suburban Belt..... | | | | | | | | | | | | | | | |
| 12. Union Terminal..... | | 4 | | | | 4 | | 34 | | 34 | 1 | | 5 | | 6 |
| 13. Leavenworth, Topeka & Southwestern..... | | | | | | | | 30 | | 30 | | | | | 2 |
| 14. Manhattan, Alma & Burlingame..... | | | | | | | | 3 | | 3 | 2 | | | | 2 |
| 15. Missouri, Kansas & Texas..... | 4 | 139 | 4 | 158 | 13 | 318 | | 8,885 | 300 | 9,185 | 61 | 176 | 84 | | 271 |
| 16. Kansas City & Pacific..... | | | | 4 | | 4 | | 54 | | 54 | 6 | | | | 6 |
| 17. Kansas & Colorado Pacific..... | 7 | | 8 | 158 | 94 | 267 | | 12,380 | | 12,380 | 78 | 209 | 51 | | 338 |
| 18. Central Branch Union Pacific..... | 2 | | 1 | 19 | 12 | 34 | | 396 | | 396 | 14 | | | | 14 |
| 19. Kansas City Northwestern..... | 1 | | | 19 | 14 | 34 | | 575 | | 575 | 11 | 22 | 2 | | 35 |
| 20. Union Pacific..... | 14 | | 13 | | 143 | 170 | | 7,777 | 3,660 | 11,437 | 63 | 251 | 62 | 158 | 534 |
| 21. Junction City & Fort Kearney..... | | | | | | | | | | | | | | | |
| 22. Kansas Central..... | | | | | | | | 71 | | 71 | 4 | 1 | | | 5 |
| 23. Omaha & Republican Valley..... | | | | | 1 | 1 | | 376 | | 376 | 7 | 11 | | | 18 |
| 24. St. Joseph & Grand Island..... | 1 | | 1 | 12 | 4 | 18 | | 670 | | 670 | 13 | 11 | 1 | | 25 |
| 25. Salina & Southwestern..... | | | | | | | | | | | | | | | |
| 26. Solomon..... | | | | | | | | | | | | | | | |
| 27. Union Pacific, Lincoln & Colorado..... | | | | | | | | 754 | | 754 | 9 | 11 | | | 20 |
| 28. Wichita & Western..... | | | | | | | | 13 | | 13 | 8 | | | | 8 |
| Totals..... | 61 | 978 | 55 | 1,752 | 510 | 3,396 | 425 | 124,410 | 6,023 | 130,433 | 1,691 | 168 | 543 | 206 | 4,129 |

2. Includes freight engines.
3. Includes freight and switching engines.

TABLE 20.—Renewal of Rails and Ties, State of Kansas. New rails laid during year.

| Roads. | Iron. | | | Steel. | | | Total value, iron and steel. | |
|--|-------|------------------|--------------------------------------|------------------------------------|-------------|------------------|------------------------------|--------------------------------------|
| | Tons. | Weight per yard. | Average price at distributing point. | Total value at distributing point. | Tons. | Weight per yard. | | Average price at distributing point. |
| 1. Atchison, Topeka & Santa Fe | | | | | 12,865.44% | | \$25 00 | \$321,387 32 |
| 2. St. Louis & San Francisco | | | | | | | | |
| 3. Chicago, Burlington & Quincy | | | | | | | | |
| 4. Chicago Great Western | | | | | | | | |
| 5. Chicago, Rock Island & Pacific | | | | | | | | |
| 6. Hutchinson & Southern | | | | | 2% | 60 | 25 30 | 51 85 |
| 7. Kansas City Belt | | | | | 1,097 1/2 | 75 | 31 00 | 34,009 75 |
| 8. Kansas City, Fort Scott & Memphis | | | | | | | | |
| 9. Kansas City, Clinton & Springfield | | | | | | | | |
| 10. Kansas City, Pittsburg & Gulf | | | | | | | | |
| 11. Kansas City Suburban Belt Union Terminal | | | | | 87 | 52 | 15 00 | 1,305 00 |
| 12. Leavenworth, Topeka & Southwestern | | | | | | | | |
| 13. Manhattan, Alma & Burlingame | | | | | | | | |
| 14. Missouri, Kansas & Texas | | | | | 45 | 56 | 24 00 | 1,080 00 |
| 15. Missouri Pacific | | | | | | | | |
| 16. Central Branch Union Pacific | | | | | | | | |
| 17. Kansas City Northwestern | | | | | 60,444 1/2 | 70 | 30 17 | 18,135 97 |
| 18. Union Pacific | | | | | | | | |
| 19. Junction City & Fort Kearney | | | | | | | | |
| 20. Kansas Central | | | | | | | | |
| 21. Omaha & Republican Valley | | | | | | | | |
| 22. St. Joseph & Grand Island | | | | | 41,411 1/2 | | 22 13 | 809 61 |
| 23. Salina & Southwestern | | | | | | | | |
| 24. Solomon | | | | | | | | |
| 25. Union Pacific, Lincoln & Colorado | | | | | | | | |
| 26. Wichita & Western | | | | | | | | |
| Totals | | | | | 14,729 6350 | | | \$376,786 50 |

TABLE 21. — Accidents to Persons, Entire Line.

| ROADS. | Trainmen. | | | | | | | | | | Switchmen, flagmen, and watchmen. | | | | | | | | | | | | | | | | | | |
|--|--------------------------|----------|----------------------------------|----------|------------------------|----------|-------------|----------|---------------|----------|-----------------------------------|----------|--------------|----------|---------------|----------|-----------|----------|--------------------------|----------|----------------------------------|----------|------------------------|----------|-------------|----------|---------------|----------|---|
| | Coupling and uncoupling. | | Falling from trains and engines. | | Overhead obstructions. | | Collisions. | | Derailements. | | Other train accidents. | | At stations. | | Other causes. | | Total. | | Coupling and uncoupling. | | Falling from trains and engines. | | Overhead obstructions. | | Collisions. | | Derailements. | | |
| | Killed .. | Injured. | Killed .. | Injured. | Killed .. | Injured. | Killed .. | Injured. | Killed .. | Injured. | Killed .. | Injured. | Killed .. | Injured. | Killed .. | Injured. | Killed .. | Injured. | Killed .. | Injured. | Killed .. | Injured. | Killed .. | Injured. | Killed .. | Injured. | Killed .. | Injured. | |
| 1. Atchison, Topeka & Santa Fe..... | 3 | 75 | 3 | 39 | 3 | 7 | 1 | 20 | 2 | 25 | 1 | 14 | 8 | 1 | 30 | 16 | 218 | 1 | 60 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 2. St. Louis & San Francisco..... | 2 | 14 | 2 | 6 | 2 | 1 | 1 | 1 | 2 | 3 | 1 | 1 | 1 | 1 | 3 | 10 | 5 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| 3. Chicago, Burlington & Quincy..... | 1 | 28 | 1 | 19 | 1 | 1 | 2 | 1 | 1 | 3 | 3 | 2 | 21 | 1 | 5 | 81 | 5 | 3 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 4. Chicago Great Western..... | 3 | 4 | 3 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 8 | 6 | 3 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 5. Chicago, Rock Island & Pacific..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 6. Hutchinson & Southern..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 7. Kansas City Belt..... | 11 | 3 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 5 | 5 | 7 | 2 | 1 | 4 | 1 | 24 | 1 | 22 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 8. Kansas City, Ft. Scott & Memphis..... | 2 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 5 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 9. Kansas City, Clinton & Sp. chard..... | 10 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 7 | 2 | 2 | 1 | 1 | 22 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 10. Kansas City, Pittsburg & Gulf..... | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 11. Kansas City Suburban Belt..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 12. Union Terminal..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 13. Leavenworth, Topeka & S. W..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 14. Manhattan, Alma & Burlington..... | 19 | 4 | 21 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 15. Missouri, Kansas & Texas..... | 3 | 4 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 16. Missouri Pacific..... | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 17. Central Branch Union Pacific..... | 4 | 11 | 2 | 4 | 1 | 1 | 1 | 2 | 3 | 5 | 5 | 9 | 9 | 2 | 5 | 12 | 37 | 2 | 10 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| 18. Kansas City Northwestern..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 19. Union Pacific..... | 4 | 11 | 2 | 4 | 1 | 1 | 1 | 2 | 3 | 5 | 5 | 9 | 9 | 2 | 5 | 12 | 37 | 2 | 10 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 20. Junction City & Fort Kearney..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 21. Kansas Central..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 22. Omaha & Republican Valley..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 23. St. Joseph & Grand Island..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 24. Salina & Southwestern..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 25. Solomon..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 26. Union Pacific, Lincoln & Colo..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 27. Wichita & Western..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Totals..... | 14 | 180 | 22 | 101 | 7 | 9 | 11 | 47 | 13 | 63 | 2 | 33 | 3 | 41 | 7 | 45 | 70 | 169 | 11 | 122 | 6 | 22 | 2 | 2 | 5 | 5 | 5 | 5 | |

TABLE 21—Continued. Accidents to Persons, Entire Line.

| Roads. | Passengers. | | | | | | Trespassers. | | | | | | Total. | | | |
|--|------------------|-------------------|-----------------------------------|---------------------------------------|-------------------|------------------|--------------|------------------|-------------------|-----------------------------------|---------------------------------------|-------------------|--------|------------------|-----|-----|
| | Colli- sions. | Derail- ments. | Other train acci- dents. | At high- way cross- ings. | At sta- tions. | Other causes. | Total. | Colli- sions. | Derail- ments. | Other train acci- dents. | At high- way cross- ings. | At sta- tions. | | Other causes. | | |
| | Killed.. | Injured. | Killed.. | Injured. | Killed.. | Injured. | Killed.. | Injured. | Killed.. | Injured. | Killed.. | Injured. | | Killed.. | | |
| 1. Atchison, Topeka & Santa Fe..... | 2 | 25 | 6 | 2 | 3 | 35 | 5 | 68 | 1 | 1 | 3 | 1 | 1 | 51 | 56 | 59 |
| 2. St. Louis & San Francisco..... | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 13 | 6 | 6 |
| 3. Chicago, Burlington & Quincy..... | 1 | 1 | 4 | 1 | 1 | 1 | 1 | 6 | 1 | 1 | 1 | 12 | 15 | 43 | 13 | 29 |
| 4. Chicago Great Western & Quincy..... | 1 | 1 | 4 | 1 | 1 | 1 | 1 | 18 | 1 | 1 | 1 | 6 | 13 | 3 | 9 | 14 |
| 5. Chicago, Rock Island & Pacific..... | 1 | 1 | 4 | 1 | 1 | 3 | 2 | 3 | 1 | 1 | 1 | 1 | 1 | 49 | 10 | 10 |
| 6. Hutchinson & Southern..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 3 |
| 7. Kansas City Belt..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 7 | 7 |
| 8. Kansas City, Ft. Scott & Memphis..... | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 9. Kansas City, Clinton & Springfield..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 10. Kansas City, Pittsburg & Gulf..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 11. Kansas City, Suburban Belt, Union Terminal..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 12. Leavenworth, Topeka & Southwestern..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 13. Manhattan, Alma & Burlington..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 14. Missouri, Kansas & Texas..... | 55 | 9 | 9 | 10 | 1 | 1 | 1 | 76 | 2 | 1 | 1 | 1 | 1 | 1 | 49 | 47 |
| 15. Missouri Pacific..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 8 | 8 |
| 16. Missouri Pacific Central Branch Union Pacific..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 17. Kansas City Northwestern Union Pacific..... | 1 | 1 | 1 | 2 | 1 | 7 | 2 | 16 | 2 | 1 | 1 | 7 | 16 | 6 | 11 | 29 |
| 18. Junction City & Ft. Kearney..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 19. Kansas Central..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 20. Omaha & Republican Valley..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 21. St. Joseph & Grand Island..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 22. Salina & Southwestern..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 23. Solomon..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 24. Union Pacific, Lincoln & Colo..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 25. Wichita & Western..... | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 26. Totals..... | 4 | 109 | 21 | 17 | 1 | 80 | 15 | 235 | 3 | 5 | 1 | 4 | 28 | 183 | 115 | 275 |

TABLE 21 — *Concluded.* Accidents to Persons, Entire Line.

| ROADS. | Others not trespassing. | | | | | | | | | | Grand total. | | Total in Kansas. | | | | |
|---|-------------------------|----------|-------------------|----------|--------------------------------|----------|---------------------------------|----------|-----------------|----------|------------------|----------|------------------|-----------|----------|-----|-----|
| | Col- lisions. | | Derail- ments. | | Other train acci- dents. | | At high- way cross- ings. | | At stations. | | Other causes. | | Total. | Killed .. | Injured. | | |
| | Killed .. | Injured. | Killed .. | Injured. | Killed .. | Injured. | Killed .. | Injured. | Killed .. | Injured. | Killed .. | Injured. | | | | | |
| 1. Atchison, Topeka & Santa Fe..... | | | | | | | 2 | 19 | | | 4 | 3 | 6 | 22 | 91 | 614 | 239 |
| 2. St. Louis & San Francisco..... | | | | | | | 1 | 1 | | | | | 1 | 1 | 21 | 15 | 1 |
| 3. Chicago, Burlington & Quincy..... | | | | | | 1 | 9 | 3 | 1 | 1 | | 1 | 16 | 17 | 107 | 184 | 7 |
| 4. Chicago Great Western..... | | | | | | | 2 | 2 | | | | | 9 | 3 | 50 | 184 | 11 |
| 5. Chicago, Rock Island & Pacific..... | | | | | | | 9 | 2 | | | | | 9 | 3 | 75 | 34 | 10 |
| 6. Hutchinson & Southern..... | | | | | | | | | | | | | | | 2 | 2 | 2 |
| 7. Kansas City Belt..... | | | | | | | 4 | 8 | | 4 | | 2 | 6 | 18 | 24 | 197 | 8 |
| 8. Kansas City, Fort Scott & Memphis..... | | | | | | 1 | | | | | | 5 | 3 | 13 | 10 | 40 | 52 |
| 9. Kansas City, Clinton & Springfield..... | | | | | | 3 | | | | | | | 3 | 3 | 1 | 42 | 1 |
| 10. Kansas City, Pittsburg & Gulf..... | | | | | | | | | | | | | | | 1 | 1 | 10 |
| 11. Kansas City Suburban Belt..... | | | | | | | | | | | | | | | | | |
| 12. Union Terminal..... | | | | | | | | | | | | | | | | | |
| 13. Leavenworth, Topeka & Southwestern..... | | | | | | | 3 | | | | | | | | | 5 | 5 |
| 14. Manhattan, Alma & Burlingame..... | | | | | | | | | | | | | | | | | |
| 15. Missouri, Kansas & Texas..... | | | | | | 1 | 3 | 17 | 2 | 2 | | 4 | 5 | 28 | 70 | 273 | 14 |
| 16. Missouri Pacific..... | | | | | | 1 | 4 | 1 | 1 | 1 | | | 7 | 1 | 38 | 26 | 6 |
| 17. Central Branch Union Pacific..... | | | | | | | | | | | | | | | 1 | 2 | 2 |
| 18. Kansas City Northwestern..... | | | | | | | 1 | 1 | 2 | 3 | 1 | 4 | 3 | 8 | 41 | 148 | 51 |
| 19. Union Pacific..... | | | | | | | | | | | | | | | 2 | 2 | 2 |
| 20. Junction City & Fort Kearney..... | | | | | | | | | | | | | | | 2 | 4 | 4 |
| 21. Kansas Central..... | | | | | | | | | | | | | | | 1 | 1 | 3 |
| 22. Omaha & Republican Valley..... | | | | | | | | | | | | | | | 1 | 2 | 1 |
| 23. St. Joseph & Grand Island..... | | | | | | 1 | | | | | | | | 1 | 1 | 2 | 1 |
| 24. Salina & Southwestern..... | | | | | | | | | | | | | | | | 2 | 1 |
| 25. Solomon..... | | | | | | | | | | | | | | | | 2 | 2 |
| 26. Union Pacific, Lincoln & Colorado..... | | | | | | | | | | | | | | | | 1 | 1 |
| 27. Wichita & Western..... | | | | | | | | | | | | | | | | 1 | 1 |
| Totals..... | 2 | 1 | 5 | 2 | 4 | 37 | 63 | 7 | 17 | 8 | 19 | 55 | 110 | 492 | 1,682 | 100 | 424 |

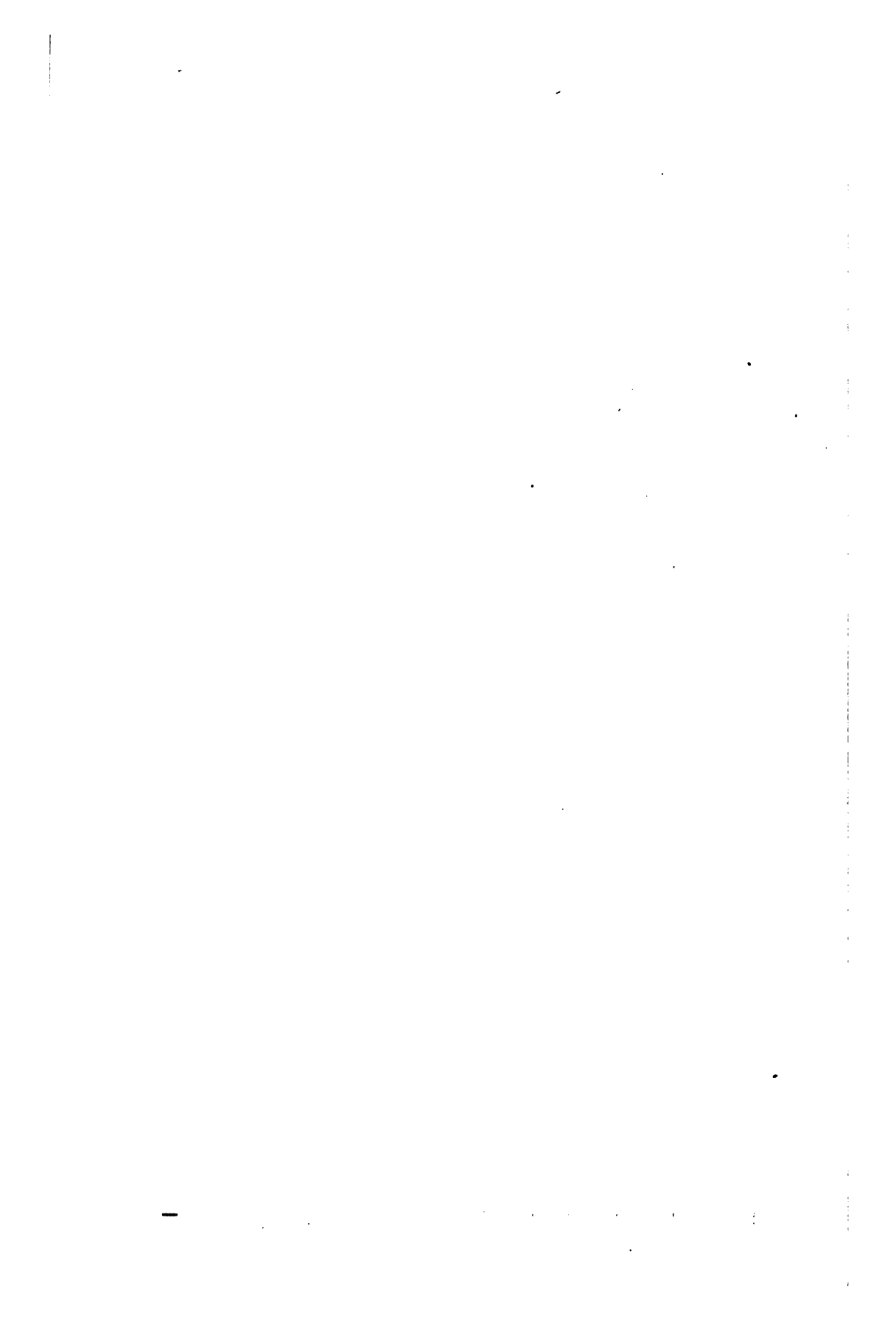
TABLE 22. — Consumption of Fuel by Locomotives, State of Kansas.

| ROADS. | Coal, tons. | | Wood, cords. | | Total fuel consumed. | Miles run. | Average pounds consumed per mile. | Av. cost at distributing point, per ton. |
|---|-------------|-------------|--------------|----------|----------------------|------------|-----------------------------------|--|
| | Anthracite. | Bituminous. | Hard. | Soft. | | | | |
| 1. Atchison, Topeka & Santa Fe..... | | | | | 13,147 | 354,084 | 74.26 | \$1.62 |
| 2. St. Louis & San Francisco..... | | | | | | | | |
| 3. Chicago, Burlington & Quincy..... | | | | | 1,597.73 | 77,471 | 40.15 | |
| 4. Chicago, Great Western..... | | | | | 1,632.7 | 48,775 | 66.94 | 2.01 |
| 5. Chicago, Rock Island & Pacific..... | | 1,570.73 | 40 | | | | | |
| 6. Hutchinson & Southern..... | | 1,632.7 | | | | | | |
| 7. Kansas City Belt..... | | | | | | | | |
| 8. Kansas City, Fort Scott & Memphis..... | | | | | | | | |
| 9. Kansas City, Clinton & Springfield..... | | | | | | | | |
| 10. Kansas City, Pittsburg & Gulf..... | | | | | | | | |
| 11. Kansas City Suburban Belt..... | | | | | | | | |
| Union Terminal..... | | | | | 47 | | | |
| 12. Leavenworth, Topeka & Southwestern..... | | 1,764 | | | 1,764 | 67,690 | 108.00 | |
| 13. Manhattan, Alma & Burlingame..... | | 1,604 | 51 | | 1,638 | 43,496 | 75.92 | 2.60 |
| 14. Missouri, Kansas & Texas..... | | | | | | | | |
| 15. Missouri Pacific..... | | | | | | | | |
| 16. Central Branch, Union Pacific..... | 29,348 | | 216 | | 29,467 | 798,421 | 73.86 | 2.14 |
| 17. Kansas City Northwestern..... | 11,447 | | 136 | | 11,637 | 268,700 | 78.66 | 1.50 |
| 18. Junction City & Fort Kearney..... | 72,584.14 | | | 1,179.46 | 73,173.87 | 1,766,696 | 82.84 | 2.21 |
| 19. Kansas Central..... | 3,774 | | | 174.87 | 3,961.43 | 147,448 | 52.38 | 2.41 |
| 20. Omaha & Republican Valley..... | 5,116 | | | 157.88 | 5,194.94 | 139,915 | 74.26 | 1.36 |
| 21. St. Joseph & Grand Island..... | 3,389.94 | | | 69.65 | 3,424.78 | 88,841 | 77.10 | 2.88 |
| 22. Salina & Southwestern..... | | | | | | | | |
| 23. Solomon..... | 1,366 | | | 31.38 | 1,388.19 | 57,406 | 46.19 | 2.66 |
| 24. Union Pacific, Lincoln & Colorado..... | 2,207 | | | 43.37 | 2,293.68 | 78,620 | 56.69 | 2.45 |
| 25. Wichita & Western..... | 4,654 | | | 86.75 | 4,703.38 | 167,137 | 56.28 | 3.01 |
| 26. Wichita & Western..... | 2,423 | | 121 | | 2,503.67 | 85,606 | 58.48 | 2.95 |
| Totals..... | 142,875.51 | | 564 | 1,806.36 | 157,277.37 | 4,215,302 | 88.57 | \$2.17 |

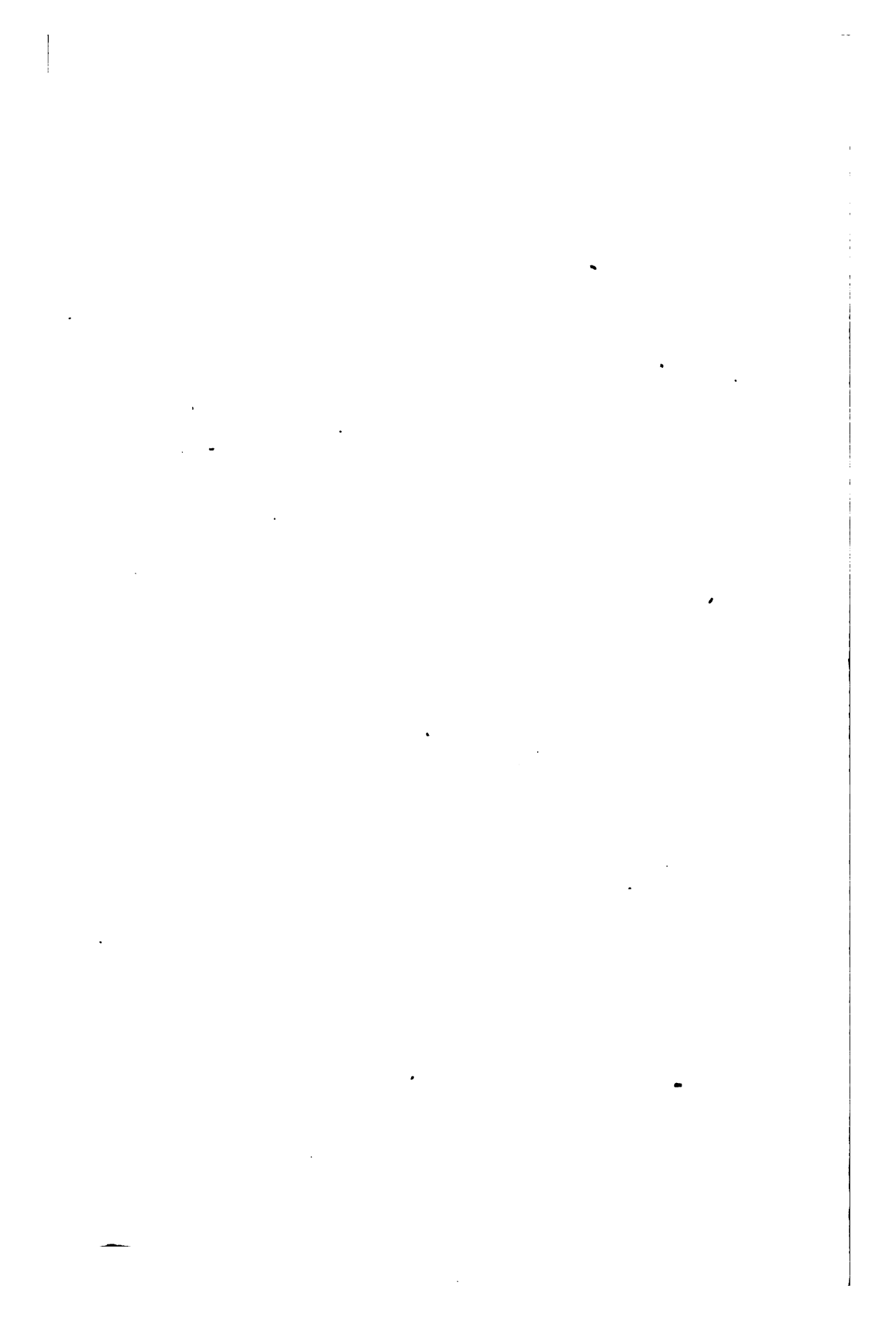
TABLE 23.—Taxes Paid in Kansas, as Reported by Roads.

| Roads. | Years. | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|
| | 1880. | 1881. | 1882. | 1883. | 1884. | 1885. |
| 1. Atchison, Topeka & Santa Fe..... | \$683,177 00 | \$550,228 00 | \$573,284 08 | \$584,199 83 | \$750,615 00 | \$645,539 69 |
| 2. St. Louis & San Francisco..... | 82,976 00 | 89,469 00 | 89,207 30 | 108,927 61 | 105,007 49 | 100,686 30 |
| 3. Chicago, Burlington & Quincy..... | 51,939 00 | 43,409 00 | 43,336 82 | 90,174 98 | 56,176 88 | 43,810 10 |
| 4. Chicago, Rock Island & Pacific..... | ..... | 3,493 00 | 3,767 36 | 6,478 42 | 4,254 88 | 6,253 67 |
| 5. Chicago, Great Island & Pacific..... | 270,715 00 | 232,019 00 | 224,400 70 | 270,241 56 | 263,180 94 | 237,131 82 |
| 6. Hutchinson & Southern..... | 4,016 00 | 2,531 00 | 2,483 90 | 12,941 21 | 15,000 00 | 8,772 40 |
| 7. Kansas City Belt..... | 5,145 00 | 2,984 00 | 16,730 82 | 4,157 70 | 4,638 28 | 3,216 08 |
| 8. Kansas City, Fort Scott & Memphis..... | 1,922 00 | 2,586 00 | 2,703 07 | 90,317 27 | 93,546 81 | 91,768 58 |
| 9. Kansas City, Clinton & Springfield..... | 3,983 00 | 72,173 00 | 72,258 26 | 3,088 97 | 3,044 37 | 2,061 76 |
| 10. Kansas City, Pittsburg & Gulf..... | ..... | 20,727 00 | 2,586 21 | ..... | 2,954 16 | 5,581 17 |
| 12. Leavenworth, Topeka & Southwestern..... | 10,171 00 | 6,981 00 | 6,949 98 | 7,673 13 | 5,648 16 | 9,157 12 |
| 13. Manhattan, Alma & Burlington..... | 9,155 00 | 8,468 00 | 8,180 00 | 9,088 74 | 8,672 11 | 9,150 80 |
| 14. Missouri, Kansas & Texas..... | 47,514 00 | 61,253 00 | 58,723 91 | 76,983 86 | 83,016 69 | 98,041 79 |
| 15. Missouri Pacific..... | 347,762 00 | 313,383 00 | 327,350 36 | *348,046 51 | *341,898 16 | 182,588 98 |
| 16. Central Branch, Union Pacific..... | 79,674 00 | 73,632 00 | 72,211 54 | 82,654 08 | 84,885 20 | 86,253 49 |
| 17. Kansas City Northwestern..... | 44,622 00 | 22,632 00 | 54,234 83 | 30,268 91 | 28,499 28 | 28,253 49 |
| 18. Union Pacific..... | 165,532 00 | 112,443 00 | 117,116 61 | 130,587 67 | 128,784 83 | 138,645 87 |
| 19. Junction City & Fort Kearney..... | 19,618 00 | 11,841 00 | 17,892 16 | 20,287 28 | 18,781 66 | 20,080 01 |
| 20. Kansas Central..... | 31,673 00 | 17,804 00 | 17,138 01 | 24,968 48 | 26,290 49 | 26,881 66 |
| 21. Omaha & Republican Valley..... | 13,030 00 | 12,007 00 | 12,183 01 | 14,984 85 | 14,937 87 | 15,681 99 |
| 22. St. Joseph & Grand Island..... | 48,684 00 | 42,270 00 | *44,656 71 | 38,320 90 | 74,937 86 | *49,387 69 |
| 23. Salina & Southwestern..... | 7,144 00 | 6,489 00 | 6,678 99 | 6,570 70 | 6,007 85 | 6,389 69 |
| 24. Solomon..... | 11,327 00 | 9,821 00 | 9,148 53 | 10,079 82 | 11,676 40 | 10,713 92 |
| 25. Union Pacific, Lincoln & Colorado..... | 46,218 00 | 33,026 00 | 36,275 62 | 39,006 02 | 38,623 40 | 38,073 92 |
| 26. Wichita & Western..... | 20,082 00 | 16,860 00 | 16,800 00 | 24,187 76 | 19,373 47 | 17,834 88 |
| Totals..... | \$2,040,070 00 | \$1,798,332 00 | \$1,884,339 74 | \$1,974,390 34 | \$2,187,030 27 | \$1,906,779 51 |

* Not returned by road; estimated by per cent. of total tax previously paid in Kansas.



**REPORTS OF
EXPRESS COMPANIES AND OF SLEEPING-CAR
COMPANIES.**



Pacific Express Company.

Organized November 1, 1879.
Organized under the laws of Nebraska.

DIRECTORS.

| Names of directors. | Post-office address. | Expiration of term. |
|----------------------|----------------------|---------------------|
| E. M. Mersman | Omaha, Neb. | January 7, 1897. |
| O. W. Mink | Boston, Mass. | " " 1897. |
| R. S. Logan | St. Louis, Mo. | " " 1897. |
| Wm. F. Bechel | Omaha, Neb. | " " 1897. |
| E. G. Merriam | St. Louis, Mo. | " " 1897. |
| S. B. Schuyler | " " | " " 1897. |
| E. B. Pryor | " " | " " 1897. |

Total number of stockholders at last election, 10.
Date of last meeting of stockholders for election of directors, January 2, 1896.
Post-office address of general office, Omaha, Neb.
Post-office address of operating office, Omaha, Neb.

OFFICERS.

| Title. | Name. | Location of office. |
|-------------------------------------|------------------------|-----------------------|
| President | E. M. Morsman | Omaha, Neb. |
| Vice-President | O. W. Mink | Boston, Mass. |
| Secretary | Wm. F. Bechel | Omaha, Neb. |
| Treasurer | E. M. Morsman | " " |
| Auditor | Wm. F. Bechel | " " |
| General Superintendents | L. A. Fuller | St. Louis, Mo. |
| | F. C. Geutsch | Salt Lake City, Utah. |
| | W. B. Bresie | Decatur, Ill. |
| Superintendents | O. W. Case | Dallas, Tex. |
| | Jno. T. Daniel | Salt Lake City, Utah. |
| | Wm. Griffith | Denver, Colo. |
| | Geo. W. Moore | Kansas City, Mo. |
| Assistant Superintendent | Geo. P. Stebbins | Omaha, Neb. |
| | C. H. Aikin | Texarkana, Tex. |
| | W. B. Buckmaster | Decatur, Ill. |
| | T. W. Budd | Kansas City, Mo. |
| | T. E. Burch | Ogden, Utah. |
| | H. Beckwith | Portland, Ore. |
| | E. M. Case | Big Spring, Tex. |
| | T. E. Corley | Fort Smith, Ark. |
| | K. D. Gros | Keokuk, Iowa. |
| | W. H. Greenleaf | St. Louis, Mo. |
| | T. W. Hall | Pocatello, Idaho. |
| | L. C. Hausen | Kansas City, Mo. |
| | C. E. Johnson | Logansport, Ind. |
| | G. F. Johnson | Little Rock, Ark. |
| Assistants to Superintendents | Wm. T. Kyle | Wichita, Kas. |
| | T. I. Logan | Fort Worth, Tex. |
| | T. T. Marshall | Texarkana, Tex. |
| | G. D. Paterson | Omaha, Neb. |
| | T. A. Russ | Paestine, Tex. |
| | A. F. Roth | Moberly, Mo. |
| | W. L. Rouse | Denver, Colo. |
| | T. W. Rogers | Walla Walla, Wash. |
| | L. S. Stowell | Paragould, Ark. |
| | H. P. Vallee | Paola, Kas. |
| | H. W. Walker | Atchison, Kas. |
| | T. P. White | Salina, Kas. |

PROPERTY OPERATED.

| Name. | Miles of line. |
|--|----------------|
| Arkansas Midland Rly..... | 50 |
| Brinkley, Helena & Indian Bay..... | 24 |
| Denver, Leadville & Gunnison..... | 324 |
| Denver, Lakewood & Golden..... | 28 |
| Excelsior Springs Rly..... | 9 |
| Ft. Worth & Denver City..... | 469 |
| Ft. Worth & Rio Grande..... | 142 |
| International & Great Northern..... | 825 |
| Kansas City Northwestern..... | 194 |
| Kansas City, Watkins & Gulf..... | 98 |
| Keokuk & Western..... | 148 |
| Little Rock & Memphis..... | 133 |
| Mississippi River & Bonne Terre..... | 48 |
| Missouri Pacific system..... | 5,319 |
| Montana Union Rly..... | 60 |
| Natchitoches & Red River Valley..... | 11 |
| Omaha & St. Louis..... | 144 |
| Oregon Railway & Navigation Co..... | 1,219 |
| Pecos Valley..... | 164 |
| St. Joseph & Grand Island..... | 454 |
| St. Louis & Hannibal..... | 104 |
| St. Louis Southwestern..... | 1,226 |
| Salt Lake & Mereur..... | 8 |
| San Antonio & Gulf Shore..... | 28 |
| San Pete Valley..... | 43 |
| Sedalia, Warsaw & Southwestern..... | 42 |
| Stuttgart & Arkansas River..... | 41 |
| Texarkana & Ft. Smith..... | 119 |
| Texas & Pacific..... | 1,493 |
| Texas, Sabine Valley & Northwestern..... | 40 |
| Toledo, Peoria & Western..... | 244 |
| Union Pacific, Denver & Gulf..... | 151 |
| Union Pacific system..... | 4,469 |
| Utah Central..... | 32 |
| Velasco Terminal..... | 20 |
| Wabash system..... | 1,980 |
| White and Black River Valley..... | 66 |
| Wichita Valley Rly..... | 51 |
| Total mileage operated..... | 20,021 |
| Total mileage operated in Kansas..... | 3,604 |

CAPITAL STOCK.

| | |
|---|--------------|
| Number of shares authorized..... | 60,000 |
| Par value of shares..... | \$100 00 |
| Total par value authorized..... | 6,000,000 00 |
| Total amount issued and outstanding..... | 6,000,000 00 |
| Dividends declared, (rate 3 per cent.)..... | 180,000 00 |

This stock is issued to railroad companies for franchises.

CURRENT ASSETS AND LIABILITIES.

| | |
|-----------------------|--------------|
| Cash..... | \$541,374 09 |
| Bills receivable..... | 56,000 00 |
| Total..... | \$597,374 09 |

This company has no liabilities except current month's expenses, and are not chargeable against these figures.

INCOME ACCOUNT.

| | |
|---|----------------|
| Gross earnings from operation..... | \$3,309,891 01 |
| Less operating expenses..... | \$1,496,425 92 |
| Payments to railroads..... | 1,628,341 59 |
| | 3,124,767 51 |
| Income from operation..... | \$185,123 50 |
| Net income..... | 185,123 50 |
| Dividends, 3 per cent., common stock..... | \$180,000 00 |
| Total..... | 180,000 00 |
| Surplus from operations, year ending June 30, 1896..... | \$5,123 50 |

OPERATING EXPENSES.

| | | |
|---|--|----------------|
| Conducting transportation: | | |
| Loss and damage..... | | \$13,600 73 |
| Outside agencies, salaries, expenses, etc..... | | 892,685 93 |
| Commissions paid agents..... | | 288,007 75 |
| Rents of buildings and other property..... | | 90,988 14 |
| Stationery and printing, including general offices..... | | 40,415 07 |
| Other expenses, taxes..... | | 10,093 30 |
| General expenses: | | |
| Salaries of general officers..... | | 74,125 00 |
| Salaries of clerks and attendants..... | | 93,460 00 |
| General office expense and supplies..... | | 7,050 00 |
| Insurance..... | | 1,500 00 |
| Law expense..... | | 4,500 00 |
| Total..... | | \$1,496,425 92 |

EMPLOYEES AND SALARIES, ENTIRE LINE.

| CLASS. | No. | Total No. days worked. | Compensation. | |
|---|-------|------------------------|----------------|------------|
| | | | Total yearly. | Av. daily. |
| General officers..... | 37 | 300 | \$74,125 00 | \$6 68 |
| General-office clerks..... | 94 | 300 | 93,460 00 | 3 33 |
| City offices and employees..... | 1,807 | 300 | 486,644 22 | 89 |
| Station agents paid by commission..... | 1,641 | 300 | 268,007 75 | 55 |
| All other employees and laborers, messengers..... | 455 | 300 | 189,568 00 | 1 39 |
| Total (including general officers)..... | 4,034 | | \$1,111,804 97 | |
| Less general officers..... | 37 | | 74,125 00 | |
| Total (excluding general officers)..... | 3,997 | | \$1,037,679 97 | |

This company maintains a large proportion of its offices at railway stations, the railroad agents acting as its agents, and are paid a commission upon the business, which is additional to the pay they receive from the railroad companies.

In explaining the apparent smallness of the salary of employees at city offices not paid by commission on business done, I desire to say that a large part of them are maintained jointly with other express companies, who pay a large part of the salary, or are engaged in other business, one-third of the whole number being employed at city offices.

The same also applies to messengers, they being employed by the railroad companies to do baggage work, and from whom they receive part of their compensation.

All men are employed by the month and no record kept of days worked.

This company does not keep any account of tonnage, nor does it separate its earnings by states. Its payments are on the basis of 50 per cent. of the gross earnings, except in cases of a few short lines, and the earnings are divided only by systems of railroads, or roads over which it has control; that is to say: Union Pacific system, Missouri Pacific system, Texas & Pacific railway.

EMPLOYEES AND SALARIES, STATE OF KANSAS.

| CLASS. | No. | Total No. days worked. | Compensation. | |
|---|-----|------------------------|---------------|------------|
| | | | Total yearly | Av. daily. |
| General officers..... | 3 | 300 | \$3,720 00 | \$4 13 |
| City offices and employees..... | 98 | 300 | 48,261 05 | 1 64 |
| Station-agents paid by commission..... | 351 | 300 | 65,840 21 | 62 |
| All other employees and laborers, messengers..... | 45 | 300 | 19,020 00 | 1 41 |
| Total (including general officers), Kansas..... | 497 | | \$136,841 26 | |
| Less general officers..... | 3 | | 3,720 00 | |
| Total (excluding general officers), Kansas..... | 494 | | \$133,121 26 | |

State of Nebraska, County of Douglas, ss.

We, the undersigned, E. M. Morsman, president, and Wm. F. Bechel, auditor, of the Pacific Express Company, on our oath do severally say, that the foregoing return has been prepared under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say, that no deductions were made before stating the gross earnings or receipts herein set forth except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

E. M. MORSMAN, *President.*

WM. F. BECHEL, *Auditor.*

Subscribed and sworn to before me, this 4th day of September, 1896.

[Seal.]

T. N. ANDBOROUGH, *Notary Public.*

All the questions have been read, and every page of this report noted, and the information given is all that the books of the company furnish.

Wells, Fargo & Co.'s Express.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|---------------------------|---------------------------|-----------------------------|
| Jno. J. Valentine | San Francisco, Cal. | August 13, 1896. |
| Oliver Eldridge | " " | " " " |
| Geo. E. Gray | " " | " " " |
| Chas. F. Crocker | " " | " " " |
| Homer S. King | " " | " " " |
| Dudley Evans | New York city, N. Y. | " " " |
| John J. McCook | " " | " " " |
| Henry E. Huntington | San Francisco, Cal. | " " " |
| B. P. Cheney | Boston, Mass. | " " " |

Total number of stockholders at date of last election, 1895.
 Date of last meeting of stockholders for election of directors, August 8, 1895.
 Post-office address of general office, San Francisco, Cal.

OFFICERS.

| Title. | Name. | Location of office. |
|------------------------------------|-------------------------|----------------------|
| President | John J. Valentine | San Francisco, Cal. |
| First Vice-President | Geo. E. Gray | " " |
| Second Vice-President | Dudley Evans | New York city, N. Y. |
| Secretary | Aaron Stein | San Francisco, Cal. |
| Treasurer | Homer S. King | " " |
| Attorney, or General Counsel | E. S. Pillsbury | " " |
| Auditor | J. S. Bunnell | " " |
| Assistant Auditor | Y. C. Lawson | " " |
| Manager Central Department | J. W. Valentine | " " |
| Division Superintendent | Amador Andrews | Kansas City, Mo. |
| " | D. T. Mervine | " " |
| " | G. B. Simpson | St. Louis, Mo. |
| " | Others east and west. | " " |

PROPERTY OPERATED.

| Name of railroad. | Terminals. | |
|--|---|-------------------|
| | From | To |
| Atchison, Topeka & Santa Fe system | Chicago, Ill. | Los Angeles, Cal. |
| Erie railroad company | New York | Chicago, Ill. |
| Southern Pacific Company | { Ogden, Utah, San Francisco, Cal., New Orleans, La., } | Portland, Ore. |
| Total mileage operated | | 28,833 |
| Total mileage operated in Kansas | | 3,150 |

HISTORY.

Name of common carrier making this report: Wells, Fargo & Co.

Date of organization: January 28, 1872.

Under laws of what government, state or territory organized: Colorado territory, and now on file and of record among the archives and records of the state of Colorado.

If a consolidated company, name the constituent companies; give reference to charters of each, and all amendments of same: The incorporation of Wells, Fargo & Co. in Colorado was a consolidation of various interests—the Holladay Overland Mail and Express Co., the old Wells, Fargo & Co., the Overland Mail Co., and the Pioneer Stage Co.

Date and authority for each consolidation: [The data not in hand to furnish this information; possibly inaccessible.]

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Wells, Fargo & Co., as now incorporated, is a reorganization without change of name, the original incorporation having been effected under the laws of the state of New York in March, 1852.

EXPLANATORY REMARKS.

The original act entitled "An act supplemental to an act entitled 'An act to incorporate the Holladay Overland Mail and Express Company,'" was duly passed at the ninth session of the legislative assembly of the territory of Colorado, and was thereafter duly approved on the 28th day of January, 1872.

CAPITAL STOCK—COMMON.

| | |
|---|--------------|
| Number of shares authorized..... | 80,000 |
| Par value of shares..... | \$100 00 |
| Total par value authorized..... | 8,000,000 00 |
| Total amount issued and outstanding..... | 8,000,000 00 |
| Dividends declared during the year, 6 per cent..... | 480,000 00 |

CURRENT ASSETS AND LIABILITIES.

| | | |
|------------------------------|--------------|--------------|
| Assets: | | |
| Cash..... | \$382,940 90 | |
| Due from agents..... | 111,320 20 | |
| Total..... | | \$494,261 10 |
| Liabilities: | | |
| Loans and bills payable..... | \$217,755 28 | |
| Miscellaneous..... | 261,805 79 | |
| Balance, cash assets..... | 14,700 06 | |
| Total..... | | 494,261 10 |

Percentage of earnings to stock and debt cannot be given, as dividends are declared by our express and banking departments combined. Dividends of 6 per cent. were declared.

EARNINGS FROM OPERATION.

Total freight revenue..... \$6,950,295 17

Operating expenses for the state of Kansas cannot be segregated because of the general character of all the operations.
The percentage of expenses to earnings in Kansas cannot be ascertained.

OPERATING EXPENSES.

| | | |
|--|----------------|----------------|
| Conducting transportation: | | |
| Station service..... | \$1,190,090 21 | |
| Train-service messengers..... | 381,443 45 | |
| Loss and damage..... | 35,684 91 | |
| Rents of buildings and other property..... | 165,139 39 | |
| Other expenses..... | 4,292,118 32 | |
| Total..... | | \$6,064,481 28 |
| General expenses: | | |
| Salaries of officers..... | \$139,260 00 | |
| Salaries of clerks..... | 139,516 80 | |
| General-office expenses and supplies..... | 199,949 50 | |
| Insurance..... | 8,450 21 | |
| Stationery and printing..... | 62,870 02 | |
| Other expenses..... | 103,252 06 | |
| Total..... | | 653,298 59 |
| Grand total..... | | \$6,617,779 87 |

Percentage of operating expenses to earnings, entire line, 96.6.

The express company paid the Atchison, Topeka & Santa Fe system for the 12 months \$1,296,835.16.

The express company pays other lines 40 per cent. of freight receipts.

EMPLOYEES AND SALARIES, STATE OF KANSAS.

| CLASS. | No. | Days worked. | Compensation. | |
|---|-----|--------------|---------------|------------|
| | | | Total yearly. | Av. daily. |
| General officers..... | 5 | 1,360 | \$6,300 00 | \$3 39 |
| Messengers..... | 84 | 31,243 | 52,440 00 | 1 67 |
| Station-agents..... | 335 | 124,620 | 38,697 72 | 31 |
| All other employees and laborers..... | 139 | 51,708 | 38,433 00 | 74 |
| Total (including general officers), Kansas..... | 563 | 209,436 | \$135,870 72 | \$0 65 |
| Less general officers..... | 5 | 1,360 | 6,300 00 | ..... |
| Total (excluding general officers), Kansas..... | 558 | 207,576 | \$129,570 72 | \$0 62 |

EMPLOYEES AND SALARIES, ENTIRE LINE.

| CLASS. | No. | Days worked. | Compensation. | |
|---|-------|--------------|----------------|------------|
| | | | Total yearly. | Av. daily. |
| General officers..... | 65 | 23,725 | \$139,280 00 | \$5 87 |
| General-office clerks..... | 200 | 73,000 | 139,516 80 | 1 91 |
| Messengers..... | 755 | 275,575 | 381,448 45 | 1 38 |
| Other station men..... | 2,785 | 1,116,525 | 674,536 89 | 66 |
| All other employees and laborers..... | 2,110 | 770,150 | 1,006,257 36 | 1 31 |
| Total (including general officers)..... | 5,915 | 2,158,975 | \$2,343,019 50 | \$1 08 |
| Less general officers..... | 65 | 23,725 | 139,280 00 | ..... |
| Total (excluding general officers)..... | 5,850 | 2,135,250 | \$2,203,739 50 | \$1 08 |

EXPLANATORY REMARKS.

| | |
|---|--------|
| Miles in the United States and Mexico..... | 27,081 |
| Miles, stages, in the United States and Mexico..... | 1,752 |

MISCELLANEOUS INFORMATION.

| | |
|---|--------------|
| Total amount received from freight originating in Kansas and passing outside of the state..... | \$274,678 32 |
| Total amount received from freight originating outside the state and destined to points within..... | 265,381 68 |
| What per cent. does the local freight business of Kansas bear to the total freight business of the entire line..... | .01½ |
| Total amount received from freight originating in Kansas, destined to points within the state..... | 80,157 86 |
| What per cent. does the local freight business of Kansas bear to the freight originating on your line in Kansas and passing outside the state?..... | .29½ |
| What per cent. does the local freight business of Kansas bear to business originating outside the state and destined to points within the state?..... | .30 |
| What per cent. of freight received at each station on your road is local?..... | 12.90 |
| What per cent. of freight received at each station on your road is interstate?..... | 87.10 |

TOTAL AMOUNT RECEIVED FROM FREIGHT ORIGINATING IN KANSAS AND PASSING OUTSIDE THE STATE.

| | Av. per month. | | Av. per month. |
|--------------------|----------------|-------------------|----------------|
| Abbyville..... | 85 70 | Barnard..... | \$3 20 |
| Abilene..... | 147 88 | Bazaar..... | 9 38 |
| Ackerland..... | 2 38 | Bazine..... | 6 74 |
| Ada..... | 4 90 | Beaumont..... | 7 95 |
| Agriicola..... | 60 | Beeler..... | 1 75 |
| Akron..... | 88 | Belle Plaine..... | 6 00 |
| Albert..... | 13 52 | Belpre..... | 3 65 |
| Alden..... | 32 25 | Belvidere..... | 5 21 |
| Alexander..... | 4 85 | Benedict..... | 93 |
| Alma..... | 4 93 | Bentley..... | 1 05 |
| Altamont..... | 79 38 | Bluff City..... | 1 50 |
| Andover..... | 47 | Bolton..... | 40 |
| Anness..... | 2 03 | Bonner..... | 2 42 |
| Anthony..... | 12 48 | Bradford..... | 1 35 |
| Argentine..... | 79 00 | Brazilton..... | 5 00 |
| Argonia..... | 101 85 | Buhler..... | 2 20 |
| Arkansas City..... | 227 23 | Burden..... | 8 39 |
| Ashland..... | 15 48 | Burdett..... | 17 27 |
| Atchison..... | 84 95 | Burdick..... | 1 37 |
| Atlanta..... | 16 25 | Burlingame..... | 44 26 |
| Attica..... | 15 96 | Burlington..... | 141 94 |
| Augusta..... | 13 94 | Burns..... | 5 41 |
| Aurora..... | 1 20 | Burrton..... | 28 50 |
| Baldwin..... | 49 46 | Cairo..... | 2 31 |
| Barclay..... | 5 48 | Caldwell..... | 69 03 |

RECEIVED FROM FREIGHT ORIGINATING IN KANSAS—CONTINUED.

| | Av. per month. | | Av. per month. |
|------------------|----------------|----------------|----------------|
| Calista | \$1 25 | Hackney | \$3 65 |
| Cambridge | 2 22 | Halifax | 47 |
| Canada | 58 | Hallowell | 14 52 |
| Car-on | 174 75 | Hall's Summit | 18 25 |
| Carbondale | 14 47 | Halstead | 79 06 |
| Cedar Grove | 2 80 | Hamilton | 25 67 |
| Cedar Junction | 1 18 | Hanston | 2 56 |
| Cedar Vale | 8 40 | Harper | 40 97 |
| Chanute | 112 40 | Hartland | 3 35 |
| Chase | 240 69 | Harveyville | 8 19 |
| Chautauqua | 1 75 | Havana | 4 29 |
| Cheney | 5 88 | Haviland | 4 35 |
| Cherry Vale | 112 93 | Hazelton | 1 36 |
| Cimarron | 23 98 | Heizer | 73 07 |
| Clear Water | 1 50 | Hawins | 2 13 |
| Clements | 13 72 | Hillsboro | 131 10 |
| Climax | 1 43 | Hill Top | 0 00 |
| Coats | 4 01 | Holliday | 4 37 |
| Coffeyville | 675 24 | Holyrood | 68 85 |
| Coldwater | 12 58 | Homewood | 13 25 |
| Colony | 56 17 | Hope | 2 05 |
| Columbus | 57 14 | Howard | 59 59 |
| Concordia | 30 69 | Humboldt | 79 20 |
| Conway | 4 63 | Hunnewell | 25 18 |
| Conlidge | 5 65 | Hutchinson | 617 35 |
| Corbin | 70 | Hyrer | 2 15 |
| Cottonwood Falls | 31 70 | Independence | 90 06 |
| Courtland | 1 35 | Ingalls | 4 38 |
| Co-ville | 2 73 | Iola | 30 01 |
| Crestline | 6 12 | Isabel | 2 45 |
| Crisfield | 3 75 | Jetmore | 17 34 |
| Cullison | 1 73 | Kackley | 2 23 |
| Cummings | 1 02 | Kansas City | 31 24 |
| Cunningham | 6 33 | Kendall | 2 45 |
| Danville | 2 65 | Kant | 65 |
| De Graff | 5 85 | Kineman | 265 84 |
| Derry | 80 | Kinsley | 75 21 |
| De Soto | 24 48 | Kiowa | 35 44 |
| Diamond Springs | 1 75 | Keighley | 20 27 |
| Dighton | 7 50 | Lakin | 26 25 |
| Doige City | 37 16 | Lank | 65 |
| Douglass | 200 13 | Lausing | 3 97 |
| Easton | 3 80 | Larned | 98 95 |
| East Fairmount | 1 60 | Latham | 26 32 |
| Edwerton | 123 80 | Lawrence | 425 21 |
| El Dorado | 327 63 | Leavenworth | 165 48 |
| Elgin | 14 70 | Lebo | 49 38 |
| Elk City | 55 63 | Lecompton | 6 23 |
| Elk Falls | 5 17 | Leligh | 4 30 |
| Elkinwood | 174 57 | Le Loup | 6 38 |
| Ellsworth | 10 26 | Leon | 6 34 |
| Elmdale | 4 47 | Leoti | 2 87 |
| Emporia | 284 75 | Lewis | 41 20 |
| Englewood | 9 63 | Liberty | 1 60 |
| Enterprise | 29 46 | Little River | 28 37 |
| Eri | 20 72 | Longford | 1 28 |
| E-kridge | 16 01 | Longton | 5 63 |
| Eudora | 32 17 | Lorena | 15 |
| Eureka | 25 85 | Lorraine | 2 13 |
| Fall River | 13 87 | Lost Springs | 1 25 |
| Floral | 18 | Lowell | 1 63 |
| Florence | 35 58 | Lowmont | 45 |
| Fredonia | 223 53 | Lyndon | 29 82 |
| Frederic | 20 | Lyons | 22 69 |
| Frontenac | 6 74 | McLouth | 67 |
| Galena | 55 83 | Macksville | 34 82 |
| Ga va | 4 57 | McPherson | 226 94 |
| Garden City | 133 52 | Madison | 5 65 |
| Garden Plain | 1 53 | Manchester | 2 23 |
| Gardner | 48 51 | Manhattan | 15 10 |
| Garfield | 62 35 | Marion | 52 95 |
| Garnatt | 13 55 | Mayfield | 4 34 |
| Geneseo | 35 | Medicine Lodge | 25 38 |
| Geneva | 82 | Mel-ern | 8 65 |
| Gonda Springs | 4 63 | Meriden | 30 83 |
| Girard | 28 48 | Metcalf | 20 |
| Goddard | 1 33 | Milan | 2 28 |
| Gordon | 63 | Milo | 1 36 |
| Grand Summit | 1 00 | Miltonvale | 8 65 |
| Great Bend | 191 16 | Minneapolis | 20 57 |
| Gr-ensburg | 1 65 | Mitchell | 11 24 |
| Grenola | 38 54 | Moline | 11 66 |
| Gridley | 4 85 | Morehead | 2 35 |

RECEIVED FROM FREIGHT ORIGINATING IN KANSAS—CONCLUDED.

| | Av. per month. | | Av. per month. |
|--------------------|----------------|---------------------------------------|----------------|
| Mound Valley..... | \$29 48 | Rose Hill..... | \$1 50 |
| Mulberry..... | 63 | Rush Centre..... | 91 |
| Mullinville..... | 37 | Saffordville..... | 2 40 |
| Mulvane..... | 3 50 | St. John..... | 292 94 |
| Murdock..... | 1 27 | Salina..... | 24 55 |
| Nashville..... | 11 70 | Sawyer..... | 1 83 |
| Navarre..... | 18 | Scott City..... | 1 82 |
| Nekoma..... | 30 | Scranton..... | 13 90 |
| Neodesha..... | 25 55 | Sedgwick..... | 109 02 |
| Neosho Falls..... | 11 80 | Seelye..... | 0 00 |
| Neosho Rapids..... | 5 13 | Selkirk..... | 1 57 |
| Ness City..... | 52 29 | Severy..... | 97 18 |
| New Albany..... | 3 53 | Sharon..... | 1 83 |
| New Cambria..... | 1 25 | Shaw..... | 2 58 |
| New Salem..... | 1 51 | Sherwin..... | 1 17 |
| Newton..... | 263 71 | Solomon..... | 4 85 |
| Nickerson..... | 22 17 | South Haven..... | 3 15 |
| Niotaze..... | 5 55 | Spearville..... | 16 25 |
| Nortonville..... | 20 88 | Spivey..... | 6 83 |
| Norwich..... | 1 80 | Springvale..... | 2 83 |
| Norwood..... | 0 00 | Stafford..... | 136 75 |
| Oak Hill..... | 60 | Sterling..... | 155 37 |
| Oak Valley..... | 8 50 | Strong City..... | 53 19 |
| Offerle..... | 16 05 | Sylvia..... | 213 00 |
| Olathe..... | 56 70 | Syracuse..... | 21 71 |
| Olivet..... | 25 95 | Talmage..... | 95 |
| Olpe..... | 7 55 | Thayer..... | 15 15 |
| Opolis..... | 5 18 | Topeka..... | 702 60 |
| Osage City..... | 38 39 | Toronto..... | 10 23 |
| Oskaloosa..... | 24 36 | Turner..... | 90 |
| Oswego..... | 114 91 | Timken..... | 1 52 |
| Ottawa..... | 220 79 | Udall..... | 71 80 |
| Oxford..... | 8 93 | Valley Centre..... | 43 61 |
| Ozawie..... | 1 73 | Valley Falls..... | 11 00 |
| Partridge..... | 1 93 | Vilas..... | 2 47 |
| Patterson..... | 1 12 | Vine Creek..... | 47 |
| Pauline..... | 42 | Viola..... | 17 43 |
| Pawnee Rock..... | 7 75 | Viola..... | 13 |
| Peabody..... | 242 92 | Virgil..... | 5 23 |
| Porth..... | 2 05 | Wabaussee..... | 1 05 |
| Peru..... | 8 55 | Wakarusa..... | 33 |
| Peterton..... | 1 55 | Walnut..... | 4 03 |
| Piedmont..... | 6 78 | Walton..... | 24 48 |
| Pierceville..... | 2 01 | Waverly..... | 35 28 |
| Pittsburg..... | 70 22 | Webber..... | 1 58 |
| Plevna..... | 2 03 | Welda..... | 7 54 |
| Plymouth..... | 55 | Wellington..... | 333 85 |
| Pomona..... | 9 03 | Wells..... | 1 57 |
| Portland..... | 2 99 | Wellsville..... | 59 45 |
| Potter..... | 2 20 | Wherry..... | 73 |
| Pratt..... | 6 23 | Wichita..... | 1,618 77 |
| Princeton..... | 37 00 | Wilder..... | 3 38 |
| Protection..... | 6 80 | Williamsburg..... | 42 43 |
| Putnam..... | 0 00 | Wilmot..... | 12 03 |
| Queen-mo..... | 10 80 | Windom..... | 2 13 |
| Quincy..... | 6 32 | Winfield..... | 913 40 |
| Rago..... | 34 | Weaver..... | 1 54 |
| Raymond..... | 6 02 | Weir City..... | 9 34 |
| Reading..... | 5 90 | Yates Center..... | 6 75 |
| Richmond..... | 40 85 | State lines, Missouri and Kansas..... | 7,894 69 |
| Rochester..... | 4 75 | Messenger's way-bills..... | 61 85 |
| Rock..... | 1 46 | | |
| Rock Creek..... | 1 15 | | |
| Rome..... | 1 55 | | |
| | | Total per month..... | \$22,889 86 |
| | | Total for the year..... | 271,678 32 |

TOTAL AMOUNT RECEIVED FROM FREIGHT ORIGINATING OUTSIDE THE STATE AND DESTINED TO POINTS WITHIN.

| | Av. per month. | | Av. per month. |
|----------------|----------------|--------------------|----------------|
| Abbeville..... | \$8 00 | Andover..... | \$1 15 |
| Abilene..... | 125 12 | Annes..... | 2 24 |
| Ackerland..... | 4 89 | Anthony..... | 39 23 |
| Ada..... | 12 25 | Argentius..... | 350 79 |
| Agricola..... | 4 05 | Argonia..... | 17 60 |
| Akron..... | 2 85 | Arkansas City..... | 384 29 |
| Albert..... | 6 49 | Ashland..... | 42 15 |
| Alben..... | 14 52 | Atchison..... | 250 82 |
| Alexander..... | 2 76 | Atlanta..... | 17 56 |
| Alma..... | 17 20 | Attica..... | 37 60 |
| Altamont..... | 41 51 | Augusta..... | 58 36 |

RECEIVED FROM FREIGHT ORIGINATING OUTSIDE OF KANSAS—CONTINUED.

| | Av. per month. | | Av. per month. |
|------------------|-------------------|---------------------|-------------------|
| Aurora | \$10 97 | Enterprise | \$35 36 |
| Baldwin | 78 14 | Erie | 32 48 |
| Barclay | 93 | Eskridge | 68 16 |
| Barnard | 16 83 | Eudora | 82 62 |
| Bazaar | 21 89 | Eureka | 116 97 |
| Bazine | 7 95 | Fall River | 49 81 |
| Beaumont | 11 76 | Flora | 1 27 |
| Beeler | 7 13 | Florence | 188 39 |
| Belle Plain | 19 42 | Frederic | 4 03 |
| Belpre | 5 66 | Fredonia | 106 86 |
| Belvidere | 8 07 | Frontenac | 32 36 |
| Benedict | 5 11 | Galena | 168 48 |
| Bentley | 5 20 | Galva | 5 00 |
| Bluff City | 20 12 | Garden City | 147 74 |
| Bolton | 4 70 | Garden Plain | 8 80 |
| Bonner | 17 16 | Gardner | 55 87 |
| Bradford | 1 65 | Garfield | 15 23 |
| Brazilton | 5 36 | Garnett | 132 30 |
| Buhler | 4 03 | Geneseo | 11 38 |
| Burden | 45 24 | Geneva | 5 23 |
| Burdett | 12 16 | Gueda Springs | 12 22 |
| Burdick | 4 30 | Girard | 105 39 |
| Burlingame | 85 25 | Goddard | 7 71 |
| Burlington | 222 12 | Gordon | 3 19 |
| Burns | 30 97 | Grand Summit | 4 56 |
| Burrton | 39 91 | Great Bend | 100 55 |
| Cairo | 2 38 | Greensburg | 3 61 |
| Caldwell | 83 78 | Grenola | 61 52 |
| Calista | 30 | Gridley | 15 22 |
| Cambridge | 14 87 | Hackney | 6 98 |
| Cantor | 32 49 | Halifax | 4 61 |
| Canada | 7 80 | Hallowell | 9 89 |
| Carbondale | 84 26 | Hall's Summit | 11 40 |
| Cedar Grove | 11 56 | Halstead | 50 00 |
| Cedar Junction | 8 20 | Hamilton | 33 89 |
| Cedar Vale | 47 64 | Hanston | 1 91 |
| Chanute | 298 11 | Harper | 71 00 |
| Chase | 27 65 | Hartland | 11 45 |
| Chautauqua | 11 50 | Harveyville | 16 02 |
| Cheney | 28 50 | Havana | 5 69 |
| Cherry Vale | 143 28 | Haviland | 45 |
| Cimarron | 22 09 | Hazelton | 15 65 |
| Clear Water | 10 16 | Hoizer | 3 67 |
| Clements | 10 03 | Hewins | 10 97 |
| Climax | 10 47 | Hillsboro | 35 24 |
| Coats | 5 31 | Hill Top | 11 13 |
| Coffeyville | 181 00 | Holliday | 16 14 |
| Coldwater | 55 36 | Holyrood | 15 58 |
| Colony | 39 52 | Homewood | 8 45 |
| Columbus | 110 92 | Hope | 21 46 |
| Concordia | 78 58 | Howard | 156 22 |
| Conway | 9 82 | Humboldt | 256 25 |
| Coolidge | 39 26 | Hunnell | 13 87 |
| Corbin | 6 69 | Hutchinson | 495 70 |
| Cottonwood Falls | 63 17 | Hymer | 5 98 |
| Courtland | 10 28 | Independence | 182 27 |
| Coyville | 13 14 | Ingalls | 7 26 |
| Crestline | 5 73 | Iola | 78 12 |
| Crisfield | 1 36 | Isabel | 5 60 |
| Cullison | 2 31 | Jetmore | 31 38 |
| Cummings | 3 39 | Kackley | 7 71 |
| Cunningham | 9 75 | Kansas City (U. D.) | 77 93 |
| Danville | 11 46 | Kendall | 7 06 |
| De Graff | 3 29 | Kent | 3 76 |
| Derby | 6 03 | Kingman | 46 21 |
| De Soto | 23 23 | Kinsley | 92 52 |
| Diamond Springs | 2 95 | Kiowa | 59 18 |
| Dighton | 39 43 | Keighley | 2 61 |
| Dodge | 99 81 | Lakin | 44 20 |
| Douglass | 76 31 | Lang | 1 21 |
| Earlton | 9 40 | Lansing | 25 93 |
| East Fairmount | 2 75 | Larned | 88 29 |
| Edgerton | 47 77 | Latham | 16 00 |
| El Dorado | 152 21 | Lawrence | 737 56 |
| Elgin | 109 62 | Leavenworth | 332 54 |
| Elk City | 55 65 | Lebo | 52 50 |
| Elk Falls | 22 00 | Lecompton | 21 76 |
| Ellinwood | 58 51 | Lehigh | 8 85 |
| Ellsworth | 49 28 | Le Loup | 3 27 |
| Elmdale | 26 65 | Leon | 25 80 |
| Emporia | 689 47 | Leoti | 29 02 |
| Englewood | 28 27 | Lewis | 14 16 |

RECEIVED FROM FREIGHT ORIGINATING OUTSIDE OF KANSAS—CONCLUDED.

| | Av. per month. | | Av. per month. |
|---------------------|----------------|-------------------------|----------------|
| Liberty..... | \$13 15 | Pratt..... | \$30 82 |
| Little River..... | 48 96 | Princeton..... | 20 34 |
| Longford..... | 7 91 | Protection..... | 15 11 |
| Longton..... | 43 92 | Putnam..... | 45 45 |
| Lorena..... | 38 | Quenemo..... | 34 34 |
| Lorraine..... | 3 61 | Quincy..... | 10 02 |
| Lost Springs..... | 2 39 | Rago..... | 3 33 |
| Lovewell..... | 8 13 | Raymond..... | 23 39 |
| Lowemont..... | 8 64 | Reading..... | 15 33 |
| Lyndon..... | 77 03 | Richmond..... | 25 27 |
| Lyons..... | 82 51 | Rochester..... | 7 30 |
| McLouth..... | 10 23 | Rock..... | 4 60 |
| Macksville..... | 23 17 | Rock Creek..... | 2 74 |
| McPherson..... | 136 38 | Rome..... | 4 69 |
| Madison..... | 90 02 | Rose Hill..... | 2 40 |
| Manchester..... | 25 73 | Rush Centre..... | 12 63 |
| Manhattan..... | 77 03 | Saffordville..... | 11 11 |
| Marion..... | 53 72 | St. John..... | 90 22 |
| Mayfield..... | 6 51 | Salina..... | 143 59 |
| Medicine Lodge..... | 106 42 | Sawyer..... | 4 63 |
| Melvern..... | 23 35 | Scott City..... | 19 30 |
| Meriden..... | 23 75 | Scranton..... | 63 30 |
| Metcalf..... | 95 | Sedgwick..... | 43 23 |
| Milan..... | 12 54 | Seeley..... | 2 36 |
| Milo..... | 1 20 | Selkirk..... | 2 56 |
| Miltonvale..... | 31 11 | Severy..... | 39 11 |
| Minneapolis..... | 90 93 | Sharon..... | 12 33 |
| Mitchell..... | 6 44 | Shaw..... | 2 95 |
| Moline..... | 67 03 | Sherwin..... | 1 12 |
| Morehead..... | 2 94 | Sibleyville..... | 1 73 |
| Mound Valley..... | 29 65 | Solomon..... | 13 00 |
| Mulberry..... | 3 37 | South Haven..... | 13 37 |
| Mullinville..... | 4 31 | Spaeville..... | 25 96 |
| Mulvane..... | 27 20 | Spivey..... | 9 20 |
| Murdock..... | 10 34 | Springvale..... | 4 38 |
| Nashville..... | 7 70 | Stafford..... | 53 52 |
| Navarre..... | 2 15 | State Line..... | 3,110 70 |
| Nekoma..... | 1 30 | Sterling..... | 113 79 |
| Neodesha..... | 147 01 | Strong City..... | 81 67 |
| Neosho Falls..... | 46 35 | Sylvia..... | 19 09 |
| Neosho Rapids..... | 12 68 | Syracuse..... | 66 13 |
| Ness City..... | 92 58 | Talmage..... | 4 50 |
| New Albany..... | 10 28 | Thayer..... | 39 37 |
| New Cambria..... | 59 | Topeka..... | 1,961 45 |
| New Salem..... | 1 84 | Toronto..... | 17 10 |
| Newton..... | 221 29 | Turner..... | 2 05 |
| Nickerson..... | 57 07 | Timken..... | 1 32 |
| Niotaze..... | 5 14 | Udall..... | 12 14 |
| Nortonville..... | 52 15 | Valley Centre..... | 13 23 |
| Norwich..... | 13 13 | Valley Falls..... | 37 70 |
| Norwood..... | 0 00 | Vilas..... | 10 36 |
| Oak Hill..... | 9 33 | Vine Creek..... | 4 31 |
| Oak Valley..... | 13 25 | Vinland..... | 7 14 |
| Offerle..... | 5 93 | Viola..... | 4 61 |
| Olathe..... | 166 48 | Virgil..... | 17 17 |
| Olivet..... | 17 31 | Wabauunsee..... | 1 32 |
| Olpe..... | 41 21 | Wakarusa..... | 6 62 |
| Opolis..... | 3 29 | Wilmot..... | 23 32 |
| Osage City..... | 134 27 | Walton..... | 26 36 |
| Oskaloosa..... | 49 70 | Waverly..... | 46 32 |
| Oswego..... | 109 04 | Webber..... | 4 51 |
| Ottawa..... | 414 85 | Welda..... | 9 57 |
| Oxford..... | 17 97 | Wellington..... | 253 39 |
| Osawkie..... | 3 12 | Wells..... | 1 29 |
| Partridge..... | 2 37 | Wellsford..... | 1 50 |
| Patterson..... | 3 08 | Wellsville..... | 64 51 |
| Pauline..... | 2 05 | Wherry..... | 5 27 |
| Pawnee Rock..... | 3 98 | Wichita..... | 1,193 33 |
| Peabody..... | 93 26 | Wilder..... | 69 76 |
| Perth..... | 4 06 | Williamsburg..... | 2 83 |
| Pern..... | 7 75 | Wilmot..... | 5 12 |
| Peterton..... | 6 02 | Windom..... | 731 05 |
| Piedmont..... | 13 06 | Winfield..... | 3 92 |
| Piercesville..... | 2 99 | Weaver..... | 62 11 |
| Pittsburg..... | 257 12 | Weir City..... | 40 06 |
| Plevna..... | 16 39 | Yates Center..... | |
| Plymouth..... | 4 32 | | |
| Pomona..... | 18 16 | | |
| Portland..... | 7 39 | | |
| Potter..... | 9 92 | | |
| | | Total per month..... | \$22,115 14 |
| | | Total for the year..... | 263,331 68 |

OATH.

State of California, County of San Francisco, ss.

We, the undersigned, John J. Valentine, president, and Homer S. King, treasurer, of Wells, Fargo & Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say, that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

JOHN J. VALENTINE, *President.*

HOMER S. KING, *Treasurer.*

Subscribed and sworn to before me, this 5th day of September, 1896.

(Seal.)

GEO. T. KNOX, *Notary Public.*

Pullman's Palace Car Company.

HISTORY.

Date of organization: February 22, 1867.
 Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof: Pursuant to special act of the general assembly of the state of Illinois, entitled "An act to incorporate Pullman's Palace Car Company," approved February 22, 1867.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|------------------------|----------------------|----------------------------------|
| George M. Pullman..... | Chicago..... | Third Thursday of October, 1896. |
| Marshall Field..... | Chicago..... | " " " " |
| J. W. Doane..... | Chicago..... | " " " " |
| Norman Williams..... | Chicago..... | " " " " |
| O. S. A. Sprague..... | Chicago..... | " " " " |
| Henry C. Hulbert..... | New York..... | " " " " |
| Henry R. Reed..... | Boston..... | " " " " |

Total number of stockholders at date of last election, 4,495.
 Date of last meeting of stockholders for election of directors, October 17, 1895.
 Post-office address of general office, Chicago, Ill.
 Post-office address of operating office, Chicago, Ill.

OFFICERS.

| Title. | Name. | Location of office. |
|---------------------------------------|-------------------------|---------------------|
| President..... | George M. Pullman..... | Chicago. |
| First Vice-President..... | Horace Porter..... | New York. |
| Second Vice-President..... | T. H. Wickes..... | Chicago. |
| Secretary..... | A. S. Weinsheimer..... | " " |
| General Counsel..... | John S. Runnells..... | " " |
| Auditor..... | F. C. N. Robertson..... | " " |
| Assistant Auditor..... | J. F. Bird..... | " " |
| General Manager..... | Geo. F. Brown..... | " " |
| General Superintendent..... | C. A. Garcelon..... | " " |
| Assistant General Superintendent..... | E. A. Jewett..... | " " |
| Division Superintendent..... | W. H. Reed..... | " " |
| District Superintendent..... | W. H. Robinson..... | Kansas City. |

PROPERTY OPERATED IN KANSAS.

| Name of railroad. | From | To | Miles. |
|--|----------------------------|-----------------------------|--------|
| Atchison, Topeka & Santa Fe, main line and branches..... | State line..... | State line..... | 486 |
| | Hutchinson..... | Kinsley..... | 84 |
| | Newton..... | Four miles s. Ark. Cy..... | 83 |
| | Holliday..... | Cherry Vale..... | 143 |
| | Cherry Vale..... | Wichita..... | 114 |
| Chicago, Kansas & Nebraska..... | Mahaska..... | Kanorado..... | 271 |
| | State line..... | Belleville..... | 206 |
| | Elwood..... | Horton..... | 89 |
| | McFarland..... | State line..... | 176 |
| | Herington..... | Hutchinson..... | 74 |
| Chicago Great Western..... | One mile w. Kas. City..... | 1 mile e. Leavenworth..... | 31 |
| Kansas City, Fort Scott & Memphis..... | State line..... | 7 miles e. Arcadia..... | 122 |
| Hannibal & St. Joseph..... | In Leavenworth..... | | 1 |
| Kansas City, Pittsburg & Gulf..... | Fuller..... | 3 miles s. Kniveton..... | 17 |
| | State line..... | State line..... | 4-0 |
| Missouri Pacific..... | One mile w. Kas. City..... | State line..... | 97 |
| | At Atchison..... | State line..... | 1 |
| Missouri, Kansas & Texas..... | Osawatomie..... | 4 miles s. Coffeyville..... | 141 |
| | Yates Center..... | Wichita..... | 98 |
| | Paola..... | 3 miles s. Chetopa..... | 120 |
| St. Louis & San Francisco..... | 12 miles e. Columbus..... | Burton..... | 206 |
| | State line..... | 6 miles w. Monotony..... | 443 |

CAPITAL STOCK — COMMON.

| | |
|--|-----------------|
| Number of shares authorized | 360,000 |
| Par value of shares | \$100 00 |
| Total par value authorized | \$36,000,000 00 |
| Total amount issued and outstanding | \$35,055,600 00 |
| Dividends declared during year (8 per cent.) | \$280,444 80 |

COST OF EQUIPMENT.

| | |
|---------------------|--------------|
| Sleeping-cars | \$130,000 00 |
|---------------------|--------------|

INCOME ACCOUNT.

| | |
|--|--------------|
| Gross earnings from operation | \$142,715 41 |
| Less operating expenses | 124,231 21 |
| Total income | \$18,484 20 |
| Taxes paid in Kansas | 8,203 60 |
| Net income | \$10,280 60 |
| Dividends, 8 per cent., common stock, on value of cars used in Kansas, \$130,000 (see cost of equipment) | 10,400 00 |
| Deficit on June 30, 1896 | \$119 40 |

EXPLANATORY REMARKS.

Gross earnings embrace all local receipts; that is, fares beginning and ending in the state, and the proportion of all others from without into, from within out of, and from without into, through and out of the state as the mileage in Kansas bears to the total distance for which such fares are paid.

MISCELLANEOUS INFORMATION.

What proportion of earnings is credited to Kansas on business passing across the state from points beyond to points beyond the state? The proportion that the mileage in Kansas bears to the total mileage.

What proportion of earnings is credited to Kansas on business originating in Kansas and passing outside of the state? Same as above.

What proportion is credited to Kansas on business originating outside the state and destined to points within the state? Same as above.

OATH.

State of Illinois, County of Cook, ss.

We, the undersigned, T. H. Wickes, vice-president, and A. S. Weinsheimer, secretary of Pullman's Palace Car Company, on our oath do severally say, that the foregoing return has been prepared, under our direction, from the original books, papers and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say, that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all the financial operations of said company during the period for which said return is made.

T. H. WICKES, *Vice-President.*

A. S. WEINSHEIMER, *Secretary.*

Subscribed and sworn to before me, this 26th day of October, 1896.

(Seal.)

L. E. McPHERSON, *Notary Public.*

Wagner Palace Car Company.

HISTORY.

Date of organization, 1887. Organized under the general laws of New York.

DIRECTORY.

| Names of directors. | Post-office address. | Date of expiration of term. |
|-------------------------|--|-----------------------------|
| W. S. Webb | Cor. 44th St. and Vanderbilt Ave., New York, | } Sept. 30, 1896. |
| H. W. Webb | New York city | |
| C. Vanderbilt | “ | |
| F. W. Vanderbilt | “ | |
| W. K. Vandervilt | “ | |
| C. M. Depew | “ | |
| Sam'l F. Barger | “ | |
| E. V. W. Rossiter | “ | |
| J. D. Taylor | “ | |

Total number of stockholders at date of last election, 481.

Date of last meeting of stockholders for election of directors, September 30, 1895.

Post-office address of general office, corner Forty-fourth street and Vanderbilt avenue, New York city.

Post-office address of operating office, The Temple, Chicago.

OFFICERS.

| Title. | Name. | Location of office. |
|-----------------------------------|-------------------------|---------------------|
| President | W. S. Webb | New York city. |
| Vice-President | H. W. Webb | “ “ |
| Secretary and Treasurer | J. D. Taylor | “ “ |
| Attorney or General Counsel | Winston & Meagher | Chicago. |
| General Manager | J. A. Spoor | “ |
| General Superintendent | J. C. Yager | New York city. |
| Division Superintendent | W. O. Chase | Chicago. |
| Division Superintendent | G. H. Edwards | St. Louis, Mo. |

EXPLANATORY REMARKS.

The cars of the Wagner Palace Car Company are hauled over the lines of the Missouri, Kansas & Texas railroad and the Kansas City, Fort Scott & Memphis railroad for a distance of 166 miles, part of through lines between Chicago, Ill., and Houston, Tex., a distance of 1,303 miles; between St. Louis, Mo., and Galveston, Tex., a distance of 1,049 miles, and between Kansas City, Mo., and San Antonio, Tex., a distance of 826 miles. Said cars in passing over or through the lines in the state of Kansas, enter the state at the Missouri river, in Johnson county, and extend thence in a general southerly direction through the counties of Miami, Linn, Anderson, Allen, Neosho, and Labette, and leave the state line in Labette county, on the south, being a total distance of 166 miles over which said cars are run in the state of Kansas.

Said cars are operated from the Missouri river to Paola, in Miami county, over the Kansas City, Fort Scott Memphis railroad, and thence to the point where said cars leave the state over the Missouri, Kansas & Texas railroad. Said cars are operated over no other lines of railroad in the state of Kansas.

The Wagner Palace Car Company is unable to give the precise mileage in the various counties, but respectfully submits that said information is contained in the reports of the Kansas City, Fort Scott & Memphis railroad and the Missouri, Kansas & Texas railroad to said honorable board.

Of the total number of cars required in the conduct of the business between Chicago, St. Louis and Kansas City on the east and north, and Houston, Galveston and San Antonio on the south and west, the proportion required for the business done in the state of Kansas being the proportion of the whole number required, is something over one and less than two cars, as estimated by the said Wagner Palace Car Company.

CAPITAL STOCK.

| | |
|--|--------------|
| Number of shares authorized | 200,000 |
| Par value of shares | \$100 |
| Total par value authorized | \$20,000,000 |
| Total amount issued and outstanding | \$19,000,000 |
| Dividends declared during year (8 per cent.) | \$1,520,000 |

INCOME ACCOUNT.

| | |
|---|---------|
| Gross earnings from operation in Kansas * (proportion of through traffic) | \$7,852 |
| Less operating expenses | 4,705 |
| Total | \$3,147 |

EXPLANATORY REMARKS.

* The Wagner Palace Car Company does no local business in the state of Kansas. The figures given above are the proportion of the earnings that the mileage in Kansas bears to the total earnings of the lines that extend into or through the state of Kansas.

The Wagner Palace Car Company has not kept and does not keep its operating expenses in such detail nor in the manner indicated by the interrogatories propounded. Its total operating expenses of conducting its business, part of which extends into or through Kansas, is as given above, to wit, \$4,705.

MISCELLANEOUS INFORMATION.

What proportion of earnings is credited to Kansas on business passing across the state from points beyond to points beyond the state? The proportion that the mileage in Kansas bears to the total mileage of the lines that extend across the state.

Give the amount in tons and kind of freight furnished by each branch line to your main line: The Wagner Palace Car Company does no local business in the state of Kansas, has no property in said state, nor employees therein, except as to porters and conductors in its cars while passing through the state.

OATH.

State of Illinois, County of Cook, ss.

I, the undersigned, W. O. Chase, division superintendent of the Wagner Palace Car Company, on oath do say that the foregoing return has been prepared, under my direction, from the original books, papers and records of said company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say, that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

WILLIAM O. CHASE, *Division Superintendent.*

Subscribed and sworn to before me, this 12th day of September, 1896.

(Seal.)

ALBERT E. LAWSON, *Notary Public.*

DECISIONS BY THE BOARD.



DECISIONS BY THE BOARD.

CASE No. 1419.—December 6, 1895.

Trustee of Grinnell township, Gove county, Kansas, Complainant,
vs.
The Union Pacific Railroad Company, Respondent.

OPENING STATION.

November 16, 1895, trustee of Grinnell township, Gove county, Kansas, joined by many citizens, filed his application with this Board requesting an order requiring respondent to reopen its depot at that point and to maintain a telegraph office therein.

Notice was at once given to the management through the secretary, and respondent was required to reopen the depot and properly maintain the same, or show cause why it should not be done. Some correspondence was had, the result of which was, that on December 4, 1895, respondent reopened and now maintains the station at Grinnell, and complainant requests that further proceedings be dispensed with and that the complaint be dismissed, all of which is hereby ordered.

CASE No. 1418.—December 11, 1895.

A. H. Bennett, Complainant,
vs.
The Missouri Pacific Railway Company, Respondent.

DISCRIMINATION IN FURNISHING CARS.

Charges were filed by complainant, a resident of Bison, Rush county, against respondent, charging discrimination in furnishing shippers at that point with empty cars for loading. Attention of the management of respondent road was at once called to the charge of complaint, and the Commission informed that there was no intention on the part of the company to discriminate, and that the same would receive prompt attention. Under date of December 7, 1895, complainant informs this Board that discriminations such as complained of have ceased, and that shippers are being promptly supplied with necessary cars. Further proceedings herein are dismissed.

CASE No. 1400.—December 11, 1895.

Mayor, Council and Citizens of Harper, Kas., Complainants,
vs.

The Atchison, Topeka & Santa Fe Railroad Company and the
Hutchinson & Southern Railroad Company, Respondents.

TRACK CONNECTION.

On the 30th day of July, 1895, an application was filed with the Board of Railroad Commissioners of the state of Kansas praying for an order of the Board requiring respondents to put in and maintain a track connecting the roads of respondents at Harper, Kas.

Without investigation, the Board requested the respondent companies to comply with the request of complainants, or show cause why an order as prayed for should not be made. The companies answered promptly. The Atchison, Topeka & Santa Fe claiming that track connections were unnecessary; would be expensive to put in and maintain; that the accommodation to the public and the revenue to the roads would not compensate for the outlay; that a similar application had been rejected by a former Board, after a full hearing and investigation. A meeting was called at Hutchinson for October 16, 1895, of which all parties were given due notice. The complainants appeared, and were represented by attorney Fred. Washburn, and respondent A. T. & S. F. R. R. by J. L. Barnes, division superintendent, and the H. & S. R. R. by W. M. Whitelaw, its attorney. Oral and documentary evidence was received, and the investigation proceeded as far as the parties were prepared, and, at the request of parties interested, the further hearing was indefinitely postponed and continued to the office of the Commission, at Topeka, to enable complainants and respondent the A. T. & S. F. R. R. to produce further documentary evidence. The railroad company responded at once. Complainants neglecting and failing to furnish the evidence, attention was called to the matter, but the promised evidence was not forthcoming. Nothing has been heard from them directly since the hearing. Two months having elapsed, and complainants failing still to furnish the evidence or further prosecute their claim, and the Commission having received indirectly information that leads them to the conclusion that there is no desire to further prosecute the application, and ample and sufficient time having been given, the complaint is hereby dismissed.

CASE No. 1316.—December 27, 1895.

O. L. Wingate et al., Complainants,

vs.

The Hutchinson & Southern Railway Company, Respondent.

STATION FACILITIES.—APPLICATION FOR REHEARING.

The attention of the Commission was directed to the matters in controversy by complaint of O. L. Wingate and 75 others, filed with the Secretary September 28, 1893, praying the Commission for an order requiring respondent to construct and maintain a switch one mile south of the north line of Kingman county. A hearing was had, and a decision rendered January 24, 1894, denying the prayer of the complainants. (Twelfth Annual Report Railroad Commission, pages 36-37.) February 7, 1894, W. D. Wallace and 75 others petitioned the Board for a rehearing. The application for a rehearing was granted, and the date of hearing set for September 26, 1894. At this time the hearing was postponed and continued until October 10, 1894 (Twelfth Annual Report Railroad Commission, pages 114 and 115), at which hearing the former decision of January 24, 1894, was reversed and an order made requiring respondent to construct and maintain a station, as prayed for. The order was not complied with by respondent. The attention of the Board as at present organized was called to the matter, and was at once taken up with the respondent company. On December 16, 1895, respondent filed its motion and application for a rehearing of the matters complained of, for the following reasons:

“The Hutchinson & Southern Railroad Company would respectfully represent and show to your honorable Board, that there is no necessity or occasion for the improvements sought by the petitioners, as shown by their petition in this case.

“Such improvements would be very expensive, and would effect no corresponding good to any one.

“The application made by the filing of said petition is not made by the trustee of the township in which the improvements are sought.

“That said railroad, or the point where such improvements are sought, are not within an incorporated city.

“That the petition for a rehearing filed in said cause, upon which the order herein was made, is not signed by all the persons who signed the original petition.”

The hearing on the application for a new trial was set for December 27, 1895, at Kingman, Kas., at which time the members of the Board were all present. Many of the complainants were present, and were also represented by attorney Fairchild. Respondent

was represented by Hon. W. M. Whitelaw. Complainants object to the hearing of the motion for a new trial for the reason that the motion is insufficient; that the same was not presented in time; that respondent's remedy was by appeal; that the present Board of Railroad Commissioners have no power at this time to review or set aside an order or ruling of a former Board; that the matter was *res adjudicata*; that the railroad company cannot make an application for a new trial or rehearing, but are estopped. It is unnecessary for us at this time, as we view the case, to pass upon these specific questions. We might say, however, that the right of appeal is not given respondent by statute; if the right to a retrial is granted by law, we think the motion sufficient. We also think that the railroad company has equal rights with claimants as to retrial, for we cannot conceive of a tribunal having jurisdiction to decide a question and having obtained jurisdiction of the parties, the right of rehearing would be granted to one and denied to the other. There are two sections of the law under which applications of this kind may be made.

One of these is section 5 of the act of 1883, creating the Commission, and which gives to the Board general supervisory powers over all railroad, express companies and other common carriers. Under this section the Commission may either, upon its own motion, or the application of any one interested, or perhaps in the most informal manner, examine into the necessity for and recommend the construction of depots, side-tracks and other improvements for the convenience and accommodation of the public. But it has been twice decided by the supreme court (*The State of Kansas ex rel. v. The Kansas Central Railroad Company et al.*, 47 Kan. 479, and *The Board of Railroad Commissioners v. The Symns Grocer Company*, 53 Kan. 207, that the powers of the Board under section 5 were only advisory, and that an order or recommendation made by the Board thereunder could be adopted and followed by the carrier or not, and that the courts were powerless under the statute to compel a compliance with or enforce such order or recommendation. The other section of the law governing in such cases is section 1 of chapter 192, Laws of 1889, wherein it is provided:

"Section 1. It shall be the duty of the Board of Railroad Commissioners, upon complaint and application by the mayor and council of any city, or the trustee of any township in this state, requesting an order of said Board to require any railroad company in this state to construct any depots, side-tracks, switches, or other facilities at any point on the line of such railroad, for the convenience and safety of the public in the transaction of business with such railroad, and the interchange of business between connecting or par-

allel railroads at any station, town or city in this state, to investigate such complaint after giving proper notice to the railroad companies interested; and said Commissioners, after such examination, shall make such orders as they deem necessary and proper in relation to the construction and maintenance of such depots, connections, switches, or side-tracks, as in the judgment of the Board shall be necessary."

Section 4 of the same act provides how such orders made under the provisions of section 1 may be enforced. An examination of the matters in controversy convinces us that the complaint and application originally made was under section 5 of the act of 1883, and that the order made had only the force and effect of a recommendation, which respondent could adopt or not, as the management thought best. It has seen fit to reject the recommendation made and to not act upon it. The question then is, What is the duty of the Board? If, as contended by complainants, respondent cannot obtain a rehearing, then the Board is unanimously of the opinion that complainants could not, and to so hold would be to affirm the original decision and order of the Board denying to complainants the relief prayed for and to set aside the second order of the Board, made October 10, 1894, leaving the original order, made January 24, 1894, as the only legal order. We do not deem it necessary at this time to consider or determine this question. The complaint and application were made by the citizens under the act of 1883, and not by the mayor and city council or trustee of the township under the act of 1889. If it were necessary to decide, and we should decide, that we have power to grant rehearings, under act of 1889, where power is given us to enforce orders made, we would be loth, in applications made under act of 1883, to review the action of a prior Board in any order or recommendation they may have made. The recommendation has no binding force or effect, is enforceable only at the option of the respondent, and no harm can be done respondent by our sustaining such recommendation. Under the decisions of the supreme court the order is harmless; hence there can arise no possible necessity for a review or rehearing of former proceedings. The application for a rehearing is hereby denied, and the parties left to their legal rights under existing orders of our predecessors.

CASE No. 1420.—December 28, 1895.

The Sedgwick Nursery Company, Complainant,

vs.

The Atchison, Topeka & Santa Fe Railroad Company, Respondent.

OVERCHARGE.

The complaint in this case was filed November 22, 1895, charging respondent with excessive charge for shipping cattle from Lehigh, Kas., to Sedgwick, Kas. The Secretary was directed to notify respondent company, and ask that restitution be made. An investigation of the charges contained in the complaint being made, respondent admits the same to be true, and has refunded to complainant the amount. Further proceedings being unnecessary, the complaint is hereby dismissed, compromised, and settled.

CASE No. 1421.—February 13, 1896.

Henry Peters, Complainant,

vs.

The Missouri Pacific Railway Company, Respondent.

TELEGRAPH SERVICE.

An informal complaint was filed with the secretary of the Board, under section 5 of chapter 124, Laws of 1883, by the above-named complainant, asking the Commission to investigate and order telegraph service at Rose station, in Woodson county, on the line of respondent's road running south from Yates Center. Attention of the management of the road was at once called to the things contained in the complaint by letter of the Board's Secretary, to which respondent replied that such telegraph service was wholly unnecessary; would increase the burdens of the company without a corresponding benefit to the public. The issue being thus formed by charges upon one hand and a denial upon the other, the Board gave notice that it would hear and investigate the matters contained in the complaint at Yates Center on the 5th day of February, 1896, at 4 o'clock p. m. The Board being present, the complainant was represented by attorney G. H. Lamb, and was also personally present. The respondent was represented by J. H. Richards, its attorney. Evidence was offered by the parties respectively, from which it appeared that Rose is a station on the line of respondent's road, about seven miles south of Yates Center, the county seat of Woodson county, and about five miles north of Buffalo, both of said points

situated on the same line of respondent's road with Rose, and each having telegraph facilities. That Rose is a station having a population of perhaps 15 to 20 people. That the principal business is exporting hay. The soil is largely uncultivated, and stock raising is engaged in but little. That four trains pass daily, two each way, upon which messages can be forwarded to Buffalo and Yates Center. That Rose is situated at or near the center of Eminence township, which is six miles from east to west and seven miles from north to south. That the population of the township is about 500, or about 125 families. That perhaps one-half of these are so located as to Buffalo and Yates Center that any additional facilities at Rose would be of no benefit to them. That not to exceed nine shippers of hay and one shipper of coal would receive any additional benefits from increased facilities. That the company has voluntarily put in a side-track 1,500 feet long, erected a depot 20x24 feet, and has established an agency and keeps in constant attendance, to accommodate the public, an agent at a salary of \$25 per month. That nothing was asked of Eminence township to aid in the construction of the road, nor was any voted or given.

The evidence fairly shows that the additional facilities asked would increase the expense of the station about \$25 per month if given, and the additional revenue derived therefrom would perhaps not exceed \$5 per month.

In view of the liberal treatment the citizens have received from the respondent, and the facilities they now enjoy, the Board is of the opinion that at this time the public welfare does not demand the additional facilities asked for, and that it would be unjust to the respondent to require it to give them. The request of complainant is denied, and all proceedings under the complaint are hereby dismissed.

CASE No. 1415.—March 17, 1896.

Frank R. Lanter, Complainant,

vs.

Kansas City, Fort Scott & Memphis Railway Company and the Missouri & Kansas Car Service Association, Respondents.

DEMURRAGE.—DISCRIMINATION.

The complainant, Frank R. Lanter, is a retail lumber dealer at Olathe, Kas., 20 miles southwest of Kansas City. The respondent railway company operates a line of its road from Kansas City southwest through Olathe.

On the 7th day of October, 1895, a complaint was filed with the

Board by Mr. Lanter, charging discrimination against himself and other Olathe lumber dealers in favor of Kansas City lumber dealers in this, that respondent had maintained and enforced a rule at Olathe against all lumber dealers whereby they were required to pay respondent \$1 per car for each day or fraction of a day after the expiration of 48 hours from the time a car of lumber was set in the yards until unloaded, and that no such rule was enforced at Kansas City, and that Kansas City was a competitor of Olathe in the retail lumber business, and that by reason of the rule being enforced at Olathe and not at Kansas City the dealers at the last named point were placed at an advantage over Olathe dealers, and that such rule worked oppressively on them and was unjust and discriminatory. The complaint further charged that 48 hours in which to unload a car after being set for that purpose is unreasonably short and wholly insufficient even under the most favorable circumstances. The charge of \$1 per car per day, it is conceded, is a reasonable charge when made to operate at all points alike and the time extended in which the free time to unload is allowed. The respondents deny that there is any discrimination; contend that there is such dissimilarity between Olathe and Kansas City as shipping points, and the two points are surrounded by such dissimilar circumstances, that the rule charging demurrage at one point and not at the other is not unjustifiable discrimination. It is further contended that 48 hours in which to unload is reasonable and fair and not oppressive or unusual. A meeting of the Board was held at Olathe on the 7th day of November, 1895, for the purpose of investigating the charges, at which meeting the complainant, besides being personally present, was represented by S. T. Seaton, and respondents, the K. C. F. S. & M. Rly. Co., by J. H. Emmert, superintendent, and E. C. Owen, and the Missouri & Kansas Car Service Association by A. P. Wilder, manager. Being unable to conclude the hearing, respondents desiring further time in which to present their case, the hearing was continued until November 19, 1895, at which time, the Board being present, the parties were represented as at the former hearing, with I. P. Dana, of counsel, for respondents. The hearing was closed, and the parties requested time to file written briefs. At the hearing it was admitted by respondents that the rule in operation at Olathe did not govern shippers at Kansas City, and that no demurrage charge was made at Kansas City. At the hearing, counsel for complainant also claimed that the Missouri & Kansas Car Service Association, of which respondent is a member, is an unlawful association, organized for the purpose of suppressing competition in freight rates, in violation of section 2499, General

Statutes 1889. Respondent challenges this proposition, and says if true that the question cannot be raised in this proceeding, but can only be raised by the state, upon proceedings instituted for that purpose. Complainant also charges that the rule is an unjust and unlawful rule, inasmuch as it requires the consignee to pay the demurrage charges in advance and before their legality is established. The foregoing statement contains all objections of complainant, the answer of respondent, and the admission of parties.

The Missouri & Kansas Car Service Association is a voluntary association formed by such railroads within the territory where it operates as from choice desire to become members. Its purposes and objects are to promote and facilitate transportation generally, see to a proper handling, management and control of freight cars by having a separate and distinct organization to care for, look after and see to the prompt loading and unloading of cars, and to take this branch of railway service from freight departments, which formerly had control, and thus relieve that department and insure a more speedy and efficient handling of cars and greater expedition in transportation. It is not for the purpose of compelling the consignee or consignor to pay an exorbitant or even adequate price per day for the use of cars. If this was the object a much higher rate than that charged by the association rules would prevail, for it could not be maintained that \$1 per day would be compensation for the use of a car or even approximate its earning capacity. The real object is to prevent the detention and diversion of cars from the legitimate work of transportation; to make it somewhat expensive to the individual or company who through private interest or selfish motive attempts to place obstruction in the way of transportation, whereby loss would not only ensue to the carrier but to shippers in general and the public at large. Any reasonable rule, not in contravention of law, the purpose of which is to prevent hindrance and delay in transportation and facilitate the same ought to meet with the approval of any and all persons connected directly or indirectly with the business of transportation, or who have power to regulate and control the same. The respondent road is a member of this association, and in the management of its freight cars is governed by the rules of the association where those rules are in force. Section 2 of rule 2 of the association provides that, "On all commodities for unloading, except bituminous coal, car service shall begin after the expiration of 48 hours." And section 1 of rule 3 provides that \$1 per car per day shall be charged and collected upon all cars for unloading after the expiration of the time allowed. The rules further provide that in computing time Sundays and legal holidays are ex-

cluded. Rule 14 provides the manner of making claims for refund of charges, and says: "The manager will thoroughly investigate each case upon its merits, either declining the claim or authorizing immediate refund of such amount as in his judgment may be right and proper." Before proceeding further in the decision of the questions involved, it might be proper to say that previous to the filing of the complaint in this case there had been considered by the Board in an informal manner a complaint made by Culbertson & Thoburn against the Atchison, Topeka & Santa Fe Railroad Company, and a conclusion had been reached by the Board, but before announcing the decision the complaint herein was filed, and realizing the magnitude and importance of the questions involved, the Board deemed it advisable to give to the parties a hearing. The evidence at the hearing in this case did not differ materially from what the Board had ascertained upon their own investigation of the other case and did not have the effect to change the conclusions already reached, although the Board were prepared to do so if the facts developed justified such action. The Board are unanimously of the opinion that the rule of the car-service association is not obnoxious or unlawful for the reason that it requires payment in advance of the charge. This is true in many instances. Some kinds of freight will not be received unless charges are paid in advance. Overcharges on freight must be paid before it will be delivered to the consignee, or a resort to the courts to obtain the goods must be had. We fail to distinguish any material difference in this respect from a service rendered an individual by a railroad company or by an individual to an individual. A man may refuse to labor or perform any kind of service for another unless paid in advance and the legal status of his conduct remains unchanged. He may refuse to deliver property in his possession and belonging to another, and compel a resort to the courts to obtain it. In fact, the ordinary transactions of life are such as from necessity beget and generate contention and strife. L. has a car of lumber shipped him; he fails to have it unloaded within the limited time; car-service charges accumulate; he claims that he is within the exception of the rule, and excused from payment; the railroad company claims differently. Would there be any more justice in compelling the railroad company to surrender upon demand the property upon which it has a lien for the charges, if right, and then litigate the question in court, than to compel L. in the first instance to establish his right before getting the property? It appears the question will admit of but one answer.

The contention of complainant that the Missouri & Kansas Car Service Association is an unlawful combination within the meaning

of section 2499 of the General Statutes of 1889, it appears to the Board, is not well founded. We hardly think the case, as developed by the evidence, comes within either the letter or spirit of the law. It does not suppress or prevent "full and free competition in the transportation of articles." It facilitates transportation by seeing that cars are not misused and diverted from their intended purpose. The charge is not made as a part of the cost of transportation. The transportation has ended. The common carrier, as such, has performed and fulfilled every obligation incumbent on it by the terms of the contract, and then assumes a different attitude toward the consignee. The obligation of common carrier ceases and that of a warehouseman begins. The charge is not for transportation (18 N. E. Rep. 673-5). It is for caring for the property after the property has reached its ultimate destination. It is an additional expense to the consignee, but not for transporting the property but for looking after it when the obligation of carrier has ceased. It arises from that well-recognized principle of law that waste must not be permitted of property placed in the hands of a bailee, even after the terms of the bailment have been fulfilled. The law makes by implication a contract for the parties under such circumstances when their voluntary contract has been complied with by one of the parties. It will not allow or permit wanton and wilful waste or negligence on the part of the bailee without making him respond in damages, but allows him in caring for the property, beyond what the contract calls for, reasonable compensation. In this case the charge is conceded to be reasonable, if right. It will not be denied that each individual road has the right to make the charge and to establish the same regulation, and for its enforcement and the collection of the charge appoint an agent. If each road has this right, it is not clear to the Board why they may not without impropriety employ the same agent to enforce a reasonable rule to aid transportation. The simple fact that the great transportation companies have agreed as to what is a reasonable charge, which charge it is conceded is reasonable, just, and fair, and have employed one rather than 10 agents to see to its enforcement, would not, in the opinion of the Board, make the transaction unlawful or one tending to "prevent full and free competition."

The third objection of complainant is that the rule allowing 48 hours in which to unload, exclusive of Sundays and legal holidays, is unreasonable, inasmuch as under ordinarily favorable circumstances the time is too short. After a full and exhaustive examination of the evidence and of all the facts attainable and of the law and decisions of commissions of other states, we feel compelled to

disagree with counsel for complainant. In fact, we have been unable to find the decision of a single court, either inferior or of final resort, where the question has been presented or a decision of the commission of any state holding such rule to be unreasonable. Counsel, in his argument and brief, fails to cite us to such a case. It appears to us that the reasonableness of the rule is clearly established, both by adjudication in court and the decisions of railroad commissions. We see nothing in this case which would justify us in declaring the rule to be unreasonable; that is, no such circumstances were shown as would in our opinion authorize the extension of time for unloading lumber at Olathe. Many decisions could be cited in support of this view, but we conclude that it is unnecessary to encumber the record or lengthen this decision by doing so. The evidence was somewhat conflicting, and if, as contended by complainant's attorney, the question is one of fact, then we think and find that the clear preponderance of the evidence is with the respondent.

The fourth proposition advanced by the complainant, charging unjust discrimination in favor of Kansas City and against Olathe, is more difficult of solution. The specific charge is that Kansas City lumber dealers are competitors of Olathe lumber dealers, and the charge of \$1 per car per day assessed against them and not against the Kansas City dealer gives to the latter an advantage which operates prejudicially and to the injury of complainant. It is not claimed that these car-service charges are not made and collected from all dealers at Olathe, but, upon the contrary, it is admitted that such charges are made against and collected from all dealers there. This application is made under section 10 of the act of 1883 creating the Commission and defining its powers and duties, and which is as follows:

"Sec. 10. No railroad company shall charge, demand or receive from any person, company or corporation for the transportation of any property or for any other service, a greater sum than it shall at the same time charge, demand or receive from any other person, company or corporation for a like service from the same place, or upon like conditions and under similar circumstances; and all concessions of rates, drawbacks, and contracts for special rates shall be open to and allowed all persons, companies and corporations alike; nor shall it charge more for transporting freight from any point on its line than a fair and just proportion of the price it charges for the same kind of freight transported from any other point."

The furnishing of cars for shippers is a service to be performed by the railroad, and one specially enjoined upon it by section 9 of

the act of 1883; therefore, the complaint of discrimination comes clearly within the scope of the powers given the Board. Now, if the complaint was that other dealers at Olathe were exempted from this charge and complainant required to pay it it would be clearly a case where this Board should exercise its power, and it would be its duty to correct the wrong and prevent the discrimination by placing the dealers there upon a perfect equality. The real questions are:

First. Is this charge at one place and not at others a "concession of rates," a "drawback," or "contract for special rates"?

Second. Is the service rendered by respondents at these two points, Kansas City and Olathe, "upon like conditions and under similar circumstances"?

We confess that the solution of these questions is somewhat perplexing. They have elicited thoughtful and careful investigation and research, and the conclusion herein reached is based upon what seems to us to be a correct construction of said section 10.

"And all concessions of rates, drawbacks and contracts for special rates shall be open and allowed all persons, companies and corporations alike."

There is no limitation expressed or implied here; "all persons" means at all points and not all persons at any one point.

It was evidently the intention of the legislature, by the provisions of this section, to protect all persons requiring the services of the carrier equally and alike, and to prevent unjust discrimination of any and all kinds which might or could arise in the due course of carrying on commerce within the state. The demurrage charge established operates either to advance the price to the consumer or reduce the profits to the shipper; that is, the added \$1 per day as a charge must be paid by some one. If, then, the effect of the charge is to increase the cost to the consumer it must be added to the regular traffic rate as an increased cost to the consignee, and if not charged to one and charged to another it is a "concession of rates" or "drawback" or "special contract for rates" to the amount of the demurrage charge. It has been contended that the term "rates," as used in the statute, means the costs and charges of transportation only, but the Board thinks differently, and that the legislature meant by the use of the term to cover all charges. "Concession of rates" means the granting or yielding to the shipper to whom made some part of the established rate by reason of which a lower rate is made to him than to the shipper's competitor, and does not materially differ from "drawbacks" or "contracts for special rates." It requires as much the assent of two minds to agree upon a "concession of rates" or the

amount of a "drawback" as to make "contracts for special rates." In either event the elements of a contract must be brought into use. Concession means to grant or yield something. Drawback is to pay back money, not by force but by agreement, which is the same as a "contract for special rates." But, as above stated, the legislature, in the use of these terms, intended to cover all possible manner of contracts, agreements or arrangements whereby one shipper, wherever located in the state, should be subjected to the payment of a larger sum for the transportation or other services than his competitor pays for the same service. If, therefore, the merchant at Olathe is compelled to pay \$1 per day for car service after the expiration of 48 hours and the Kansas City merchant is not, to that extent there is unjust discrimination.

We, therefore, conclude:

That reasonable demurrage rules and charges are in the interest of the public and of commerce generally.

That 48 hours is a reasonable time in which to load and unload cars, and that \$1 per car per day thereafter is a reasonable and proper charge.

That the Missouri & Kansas Car Service Association is not an unlawful combination organized in restraint of trade or to suppress competition, and is not in violation of the provisions of section 2499, General Statutes 1889.

That it is neither unreasonable nor unlawful for the carrier to require payment of car-service or demurrage charges in advance, and before the rights of the parties have been determined by adjudication.

That demurrage or car-service rules and charges should operate equally at all places on the line of the railroad adopting them, and to make and collect such charges at one point and not another is unjustifiable discrimination, and such as was intended by the legislature to be prohibited by said section 10. (The Georgia Railroad Commission have recently adopted this rule, and hold that where a railroad company adopts a demurrage system the rule must be uniform and applicable to each and every point reached by such road.)

That the difference in the size of shipping points, the volume of business transacted, the facilities for loading, and caring for merchandise shipped, or competition, do not create such unlike conditions and dissimilar circumstances as would justify the discrimination.

When we seek to apply a remedy under the circumstances of this case we are embarrassed. The discrimination proved comes within the prohibition of the statutes. The right to make and collect such

charge is not given by special statute, but by the common law the right to make such regulation in the interest of the public is recognized. Discriminations of all kinds are prohibited by statute. Every station in Kansas is interested in this controversy. In view of the foregoing, we hold that demurrage rules, as adopted by the Missouri & Kansas Car Service Association should be put in force at all points within the jurisdiction of this Board, and it is so ordered.

CASE No. 1408.—March 17, 1896.

Culbertson & Thoburn, Complainants,

vs.

The Missouri & Kansas Car Service Association and the Atchison, Topeka & Santa Fe Railroad Company, Respondents.

DEMURRAGE.—DISCRIMINATION.

Complainants, who are wholesale dealers in coal and sand at Lawrence, Kas., filed their complaint with the Board in June, 1895. The complaint, while informal, charges respondents with discrimination against them in favor of dealers at Kansas City, Kas., competitors of theirs, in charging and collecting \$1 per day per car from complainants after 48 hours of free time allowed for loading sand, and making no such charge at Kansas City. They also claimed that the rule was unreasonable, the free time allowed being too short and the \$1 per day excessive, and asked the Board to require the amount of \$6 paid by them to the railroad company refunded. Notice was at once served upon respondents. They admit the charge is made at Lawrence and not at Kansas City, deny that the charge was excessive or the rule unreasonable as to time, and attempt to justify upon the ground and for the reason that the conditions and circumstances are so dissimilar at the two points as to make the discrimination justifiable. A full and thorough investigation was made by the Board, and an opinion formulated, but before being given out a complaint involving the same questions was filed by F. R. Lanter, of Olathe, against the respondent Car Service Association and the Kansas City, Fort Scott & Memphis Railway Company. The parties in that case desired a hearing, and the Board, realizing the importance of the questions involved, their bearing upon commerce and freight traffic and to the public generally, granted such hearing, and withheld the decision herein until such hearing had been had. The same questions being involved in this case as in the Lanter case, it is unnecessary for us to again review them in full. Upon authority of that case, the Board holds

that the rule established and enforced at Lawrence, Kas., charging \$1 per car per day after the expiration of 48 hours free time allowed dealers in which to load cars, and no such charge being made at Kansas City, Kas., operates to the injury of Lawrence dealers, and is unjust discrimination. It is therefore by the Board ordered that respondents put in, establish and maintain the same demurrage rules at Kansas City, Kas., as are maintained at Lawrence, Kas. The Board further finds that the charge of \$6 made as demurrage, and collected by complainants, was in violation of the provisions of section 10, chapter 124, Laws 1883; but inasmuch as the rules of respondents in force at Lawrence were known to claimants at the time they made the contract for the cars and at the time they were loaded, such rules entered into formed a part of the contract between complainants and the railroad company, and the Board should not, under such circumstances, order the amount refunded. It would in effect be making a new contract for the parties—one differing essentially from the one fairly made, and which would give an advantage to one of the parties and result in a corresponding injury to the other. This neither the Board nor a court clothed with full judicial powers and functions can rightfully do. Courts of equity do frequently reform and correct and set aside contracts procured by fraud or unfairly made; but where the contracting parties act fairly and are equally in possession of the facts, where there has been no concealment of material facts, no deception or fraud practiced, no misunderstanding, but where the two minds have met and agreed to the proposition, courts will leave the parties where they placed themselves by their voluntary action.

The contract for the cars appears to have been fairly made; the contracting parties were in full possession of everything necessary to a fair and just understanding, with knowledge of what would be required upon the one hand and what must be paid on the other. This contract must stand as their voluntary act. If inequitable and discriminatory, still they are bound by it as their act, and the Board is powerless to grant the relief prayed for in this respect.

CASE No. 1423.—March 20, 1896.

Fred. Hurd, Complainant,

vs.

The Missouri Pacific Railway Company, Respondent.

DISCRIMINATION IN FURNISHING CARS.

On December 16, 1895, complaint was filed with the Board by Hodgson & Hodgson, attorneys for complainant, charging respondent with discriminating against the town of Neal in supplying cars. On that day the attention of respondent was called to the matter, and on December 30, General Manager Doddridge informed the Board that no discrimination was intended and none would be permitted or allowed. We are to-day advised by counsel for complainant that all discrimination has ceased, and that complainant does not desire to prosecute his case further. All further proceedings herein are dismissed.

CASE No. 1426.—March 24, 1896.

F. L. Goodson, Complainant,

vs.

A. T. & S. F. Railway Company, Respondent.

DISCRIMINATION IN COAL RATES.

The complaint in this case, filed January 8, 1896, alleged discrimination in coal rates upon shipments to Sterling, Kas. The attention of respondent was called to the complaint, and after some correspondence by the Board with the parties, the Board was informed by complainant, on March 21, that respondent had discontinued the practice complained of, and further proceedings being unnecessary, the case is closed.

CASE No. 1398.—March 24, 1896.

Citizens of Rosemont, Harris, Mineral Point, Waverly, Michigan Valley, and Quenemo, Complainants,

vs.

The Missouri Pacific Railway Company, operating the Kansas, Nebraska & Dakota Railroad, Respondent.

TRAIN SERVICE.

At different dates during the months of March and April, 1895, petitions were filed by citizens of the different stations above named, asking the Board to require respondent to restore the passenger-train service between Ft. Scott and Topeka, and make it the same as it was prior to August 12, 1893. The reason assigned in each and all of said petitions for the restoration of the service was, that it would be "in accordance with the stipulations upon which the franchises given to said road were voted." The complaint was at once taken up with the management, and an effort made to obtain such action as would give to the people along the line of the K. N. & D railroad such additional passenger-train service as was asked for. The company claimed that the service then given was ample, and that to comply with the request of petitioners would greatly increase the operating expense of the road, which was already being operated at a loss of many thousands of dollars per year. Complainants were requested at different times to forward to the Board the contracts or stipulations between the citizens and the company at the time the aid was voted. No such contracts could be obtained, and the Board were on the 23d inst. informed by one of the principal petitioners that "There does not seem to be any agreement that can be found. I guess it would be as well to drop the matter."

This same question was before this Board to obtain this same order against respondent, on November 14, 1893. The Board then, after an examination of the questions involved, found for the complainants, and directed and ordered that respondent restore the service as it was prior to August 12, 1893 (Eleventh Annual Report, page 97). An application for a rehearing was made and granted, when, on the 12th day of February, 1894, the former order was affirmed (Twelfth Annual Report, page 92). The company refused to obey the order, for the reason that, as claimed by it, the Board had no power to make or enforce such order. A case involving the power of the Board in this matter was pending before the

supreme court against this same respondent. The Board awaited the result of this suit. It was decided by the supreme court and by it held that the power and authority of the Board was advisory only; that the Board could recommend but could not enforce. (The State of Kansas, on relation of attorney general, v. The Missouri Pacific Railway Company, 55 Kan. 708.)

In view of all the circumstances surrounding the case; that an order has already been made; that no additional evidence has been offered; that to make an order, if found advisable, would simply be a repetition of the order already made, which order is by the Board presumed to have been advisedly and properly made, the expense to the parties, and the suggestion that the case might as well be dropped, justifies the Board in concluding that it would be improper to proceed further herein. The case is therefore dismissed.

CASE No. 1422.—April 16, 1896.

Trustee and Citizens of Seventy-six township, Sumner county, Kansas, Complainants,

vs.

The Missouri Pacific Railway Company, Respondent.

STATION FACILITIES AT RAILROAD INTERSECTION.

An application was filed with the Board by the trustee and many citizens of Seventy-six township, Sumner county, Kansas, praying for an order requiring the Missouri Pacific Railway Company to construct and maintain a station and depot in said township where the Chicago, Rock Island & Pacific Railway crosses the line of the Denver, Memphis & Atlantic Railway, in said township. This latter road now forms a part of the Missouri Pacific system, is under its control, and operated by it. Notice was given respondent, and an investigation made on the ground April 3, 1896. At the hearing complainants were present, and respondent was represented by J. H. Richards, its attorney. The following facts were established:

In 1887 the Denver, Memphis & Atlantic Railroad was built in a direction generally east and west through the northern part of Sumner county. A station was established in the northeastern part of Seventy-six township, in said Sumner county, and was named Riverdale. A station house was erected; a side-track 630 feet in length was constructed, and stock-yards of average capacity were built. With the exception of a well or other facilities for watering stock brought for shipment, all conveniences suitable to the apparent needs of the station were furnished. A town company

located and platted a town near the station, and through inducements offered by an officer of the town company, who was also a promoter of and officer in the railroad company, one E. E. Cornwell erected on the town site a fairly good two-story frame building, which he has since occupied as a dealer in merchandise and as a residence. He has also a large grain house. The post-office of the neighborhood, accommodating from 60 to 75 patrons, has been kept at this store building ever since its erection. There are no other buildings of consequence at this station. The station-house has for some years been occupied as a residence by a railroad employee in charge of section work. One of the rooms, although used by the family occupying the building, is considered to be at all times open for the accommodation of passengers.

In 1888, or about one year after the building of the Denver, Memphis & Atlantic railroad, and the location and construction of its station facilities, the main line of the Chicago, Rock Island & Pacific railroad was constructed from north to south through Sumner county, intersecting the former road at a point about 4,600 feet east of the station of Riverdale before described. The Rock Island station facilities, including side-track, station-house, stock-yards, etc., are located about 600 feet south of the crossing of the two roads, and are modern conveniences ample for the needs of the community. A town was also platted and located at this station, but only two buildings are on the town site, one a small dwelling-house and the other an unoccupied store building. East of the railroad crossing the Missouri Pacific track descends rapidly, the crossing being at the west end of a 1 per cent. grade. Neighboring railway stations are located as follows: On the Missouri Pacific, seven miles west of the station Riverdale is Anson, a village of about 50 inhabitants. On the same road, east of Riverdale seven miles, at the crossing of the Santa Fe, is Belle Plaine, a town of about 500 inhabitants. To locate the depot on this road east about one mile, as prayed for in the petition, would make the distances between the stations east and west six and eight miles respectively.

On the Rock Island road, seven miles south of the station of Riverdale, is situated the county seat, Wellington, having a population of about 4,000. North of Riverdale $6\frac{1}{2}$ miles is Zyba, a station with a small number of inhabitants.

At the Missouri Pacific station there is no telegraph operator. Mr. Cornwell, the postmaster and merchant, acts as passenger agent and sells tickets, but as to freight this is a prepaid station for incoming freight, and outgoing freight is billed from neighboring stations.

The agent at the Rock Island station is an operator, and at this

station are found all the conveniences for receiving and forwarding passengers and freight.

The Rock Island being a main line and more direct to the principal markets sought by the products of this locality than its competitor, a branch line and circuitous to the same markets, has advantages over the latter, and secures much the greater part of the business of the community.

At the point where the roads cross there is a cut of about seven feet, making it impracticable to maintain a station immediately at the crossing without great expense. The location of the depot on the line of the Denver, Memphis & Atlantic is perhaps the only place naturally adapted for a station at any point on the line of its road near the crossing. The freight and passenger traffic to be transferred at the crossing is light. Respondent is the pioneer road. Had expended its money in station facilities at a point equidistant from other stations on its line, and at a suitable and, at the time, very proper place.

Others have invested their money by reason of its location, and may have vested rights. At the crossing of the Rock Island the lay of the ground is such as to render the erection of a depot impracticable. This application is made under chapter 192, Laws of 1889. The power of the Board is limited by the provisions of section 1 of said act to cases where "the convenience and safety of the public in the transaction of business with such railroad, and the interchange of business between connecting or parallel lines at any station, town or city in this state," require it. The safety of the public would not be guarded by ordering another depot 4,600 feet from where the one is now located at the crossing, but would be imperiled. It would be a little more convenient for the passengers who wish to transfer. Other than this it would not suit the convenience of those having business to transact with the Denver, Memphis & Atlantic, the road complained of, any better. Those living east might receive some trifling convenience, but there would be as many inconvenienced living west. They have a station and, with the exception of water facilities, sufficient and ample conveniences where the depot now is for the accommodation of those wishing to transact business with the road. No order of this kind, unless the public safety and convenience require it, should be made. The power of the Board is limited by the very letter of the law in this matter. From all the circumstances and the showing made, the Board finds that the interest of the public does not require the construction of another depot within the short distance of 4,600 feet, and that it

has no authority to order the removal of the depot already constructed. The prayer of the petitioners should be denied and the proceedings dismissed, which is done.

CASE No. 1425.—May 7, 1896.

J. T. Cornue and E. H. Tharp, Complainants,

vs.

The Missouri Pacific Railway Company, Respondent

STATION—MAINTENANCE OF.

On January 2, 1896, a complaint was filed with the Board against respondent railroad, stating that complainants were residents of Salt Creek township, Chautauqua county, Kansas, patrons of respondent's road; that they had some time prior thereto entered into a contract with respondent by the terms of which they were to deed to respondent certain lands, in return for which respondent was to construct and maintain a depot at Colfax, in said township; that they had performed all the conditions of the contract on their part; that respondent constructed the building, maintained a depot for a time, but had closed the same; and prayed the Board for an order compelling respondent to fulfil and perform its part of the contract.

The Board, fully realizing that it had no judicial power, and could not compel a performance of the contract, took the matter up with respondent for amicable adjustment, and on January 3 forwarded to the general manager a copy of the complaint, with a request that the matter be arranged. January 13, reply was received promising investigation and answer of charges. February 7, no answer being received, the attention of the general manager was again called to the matter. February 11, reply and answer were received. The answer denies the making of any such contract; alleges that complainants were paid for right of way \$653.10; that there was no business at Colfax to justify the expense of maintaining the depot; that there was no public necessity therefor; that the people of this locality were all accommodated from Hale, a station only three miles distant. A copy of the answer was forthwith forwarded complainants, and they were asked for further evidence and information. Nothing further being heard from them, on March 18 they were asked to comply with the request of the Board of February 11. April 10, a letter was received from E. H. Tharp, in which he stated that they were unable to obtain copies of the deeds made, and requested of the Board what they should do to compel the railroad company to record the deeds and comply with the terms of the con-

tract. April 11, the Board answered, informing complainants that if the contract with the railroad company was as claimed, then in their opinion their remedy would be in a court of equity to compel a specific performance of the contract. In this letter they were again asked if they desired to offer any further evidence showing the business of the station and the public necessity for maintaining the depot; whereupon, on the 17th day of April they transmitted certain expense bills and bills of lading to the Board. These show the business at Colfax for the year 1894 to have been \$13.60; for 1895, \$14.77; for 1896, from January 1 to April 17, \$2.96, making a total for two years three and one-half months of \$31.33, with a very few dollars derived from express service, in addition. It appears to the Board, from the volume of business done being so very small, that the order must be denied. The accommodations already provided are ample for the amount of business done, and the Board would not be justified in making an order requiring the expense of maintaining an agency when the benefits derived therefrom are so trifling and the public necessity therefor is not apparent. The Board has no power to enforce or construe the contract claimed to have been made. This must be referred to the courts, the only tribunal having jurisdiction to interpret and enforce contracts. The case is therefore dismissed.

CASE No. 1431.—May 15, 1896.

W. J. Moore, Trustee of Olathe township, Johnson county, Kansas,
and Citizens, Complainants,

vs.

The Kansas City, Fort Scott & Memphis Railroad Company, Re-
spondent.

TRAIN SERVICE.—STATION FACILITIES.

February 19, 1896, an application was made to the Board by the above-named complainants, asking for additional passenger-train service at Bonita, in said township, and also for telegraph service. The complaint was forthwith submitted to the general manager of the road, who responded with an answer denying any public necessity for either increased train service or additional station facilities. A meeting was had on the premises May 14, 1896. Both parties were represented. That part of the complaint alleging insufficient passenger service was withdrawn from the consideration of the Board, the petitioners being satisfied with the present accommodations. At the hearing it was established that Bonita is a station on the line of respondent's road five miles south of Olathe, the county

seat of Johnson county, and a city of about 3,500 population, where both telephone and telegraph lines are in operation; that it is 2.9 miles north of Ocheltree, a telegraph station on respondent's road; that the commercial business at Ocheltree for telegraphing amounts to \$2.33 per month, and the cost of maintaining such agency at Bonita would be \$45 per month, with no greater volume of business; that Bonita has two small store buildings and a small warehouse. The country surrounding is adapted to and used for agricultural and stock-raising purposes. From the situation and surroundings ample accommodations are given the citizens of Bonita and surrounding country. There being no public necessity for additional station facilities, the complaint is hereby dismissed.

CASE No. 1523.—June 3, 1896.

John Burns, County Attorney of Wichita county, Kansas, on behalf of the Citizens of said county, Complainant,

vs.

The Atchison, Topeka & Santa Fe Railway Company, Respondent.

TRAIN SERVICE.

On the 12th day of May, 1896, John Burns, as county attorney of Wichita county, Kansas, for and on behalf of the citizens thereof, filed with the Board his complaint against respondent, alleging that in the year 1887 the Chicago, Kansas & Western Railroad Company constructed a line of its road through said county from east to west, and connected the same with the main line of respondent's road at Great Bend, in Barton county, and that from the completion of said road and until May 3, 1896, respondent operated the same as a common carrier in the usual and ordinary way, when its further operation in said county, a distance of 24 miles, ceased by order of respondent, who is now and was then the owner of and has always owned and operated the same since its construction. That the citizens of Wichita county voted as aid in the construction of said railroad through said county, and delivered bonds of said county to the amount and of the value of \$44,000, which bonds are interest-bearing and outstanding; that the authorities of said county have since said time levied and collected a tax sufficient to pay the interest thereon as the same became due; that said taxes have been collected and the interest paid. Complainants asked for an order requiring respondent to resume the operation of its railroad through said county for the proper transaction of its business. Respondent answering, admits all the allegations contained in the complaint

except as to the amount of bonds received as aid in the construction of said line, but does not deny but the amount as claimed was issued and delivered to some one, and claims that it only received \$25,000 thereof.

The case was set for hearing June 2, 1896, at 10 o'clock a. m., and the hearing continued for cause until June 3, 1896, at the same hour, at which time complainant John Burns appeared in his own behalf and for the citizens of Wichita county, and the respondent appeared by A. A. Hurd, its attorney.

The construction, operation, maintenance and ownership of the road and the suspension of its operation are admitted, together with all facts alleged by complainant and material to the issues. Inducements were held out to these people to vote the aid. They have incurred the obligation, and are both morally and legally bound to pay and meet it. The respondent has invoked the aid of the law and obtained a right of way through valuable lands, the property of individuals, has received valuable franchises from the state, incurred an obligation to the public to maintain and operate its road as it contracted and agreed to do when granted these privileges, and it is not enough for it to say that it will avoid this duty to the public because the investment is not a paying one. In these depressed times many investments are not paying, in fact many enterprises have been developed which must be and are operated at a loss to the owners and promoters, yet they are compelled both morally and legally to maintain them. There is no law which exempts railroads from the responsibility of this moral and legal duty. After having solicited and received aid from the people, franchises from the state, invoked the strong arm of the law of eminent domain and taken the private property of individuals for the public good, they will not be heard to say that because it is not a paying investment we will violate our contract, disregard the rights of the public, and ignore the vested rights of the individual.

This application is made under section 5 of chapter 124, Laws of 1883. The supreme court, in *The State ex rel. v. Mo. Pacific Railway Co.*, 55 Kan. 708, and in *The State v. Railway Co.*, 47 Kan. 497, has held that the powers of the Board under this section are not final but only advisory; that it has no power to make an order which courts can enforce, but is limited in its power to recommendations only, which may or may not be accepted and followed by the railroad company. The court, has not, however, held that such gross violation of the contract and total disregard of the rights of the public and the duty a railroad company owes to it, as is conceded in this case, will not form a proper and legitimate basis for an

action for relief. Complainant concedes that there is not a present necessity for the operation of the road; that the Missouri Pacific railway paralleling respondent's road can and does furnish sufficient accommodation for the present, and consents that if the road can be operated by September 1, 1896, then it would be satisfactory to the citizens of the county.

In view of the foregoing, it is hereby recommended that the respondent resume the operation of the line of its road from Scott, in Scott county, Kansas, through the county of Wichita to Selkirk, in said county, on or before September 1, 1896, and that it continue to maintain and operate the same from and after that date.

CASE No. 1417.—June 24, 1896.

R. T. Stanfield, Complainant,

vs.

The Union Pacific Railway Company, Respondent.

OVERCHARGE ON FREIGHT.

November, 1895, complainant filed with the Commission his statement, claiming an overcharge on shipment of a car-load of potatoes from Perry, Kas., over respondent's road, via Clyde to Republic City, of \$12.44, and asking that the same be ordered refunded. The matter was at once taken up with General Superintendent Brinkerhoff, and has been adjusted, complainant having received from respondent the amount of the overcharge. The object of the proceedings being accomplished, all further proceedings herein are hereby dismissed.

CASE No. 1429.—July 1, 1896.

A. H. Bennett, Complainant,

vs.

The Missouri Pacific Railway Company, Respondent.

SHORTAGE IN WEIGHT OF GRAIN SHIPMENT.

Complainant files his claim against respondent, charging unreasonable shortage in weight upon two cars of wheat shipped, one from Bison, Kas., and the other from LaCrosse, Kas., to Independence, Kas. The application is made under chapter 100, Laws of 1893. Complainant was informed that the Board had not jurisdiction of such matters, but advised that they would, if he desired, attempt an adjustment of the differences. The act of 1893 confers no additional powers upon the Board. By its provisions, it attempts

to protect the grain shipper by providing the manner of obtaining weights, issuing bills of lading and the evidential effect of the same in an action brought by the shipper in the courts to recover for the shortage. The power to investigate and pass upon claims under this act is clearly reserved to the courts. The attention of the management of respondent being called to the claim, it answers denying the shortage, and declines and refuses adjustment; claims the cars were in good repair, with seals intact, at point of destination, and that no liability existed against it. The Board having exhausted the power given it, and being unable to adjust the claim, the case is hereby dismissed.

CASE No. 1427.—July 11, 1896.

Trustees of Riley and Wetmore townships, Nemaha county, Kansas,
Complainants,

vs.

The Kansas City Northwestern Railway Company, Respondent.

DEPOT BUILDINGS AT BANCROFT STATION.

Bancroft is a station on the line of respondent's road in Nemaha county, and located on the township line dividing Riley and Wetmore townships, and being partly in either township. Prior to January 1, 1896, no depot building or station facilities were had other than a siding. The citizens of the two townships, through their trustees, petitioned the Board for an order requiring respondent to construct and maintain a depot at such station, claiming that the business in this locality was of sufficient importance to justify the same. An investigation of the facts was at once instituted and the management of respondent notified. A conference between the Board and officers of the road resulted in an arrangement by which respondent agreed to construct and maintain a depot, as prayed for. Further action was postponed. On July 10, 1896, the Board was informed that the railroad company had complied with the terms of its agreement, and had constructed a suitable depot building and other station facilities, and was maintaining an agency.

The purpose of the petitioners having been fully accomplished, further proceedings are unnecessary, and the case is hereby dismissed, settled, and compromised.

CASE No. 1522.—July 28, 1896.

The Mayor and City Council and Citizens of the city of Abilene,
Complainants,

vs.

The Atchison, Topeka & Santa Fe Railway Company, the Chicago, Rock Island & Pacific Railway Company, the Union Pacific Railway Company, and S. H. H. Clark, Oliver W. Mink, E. Ellery Anderson, John W. Doane, and Frederic R. Coudert, Receivers of the Union Pacific Railway Company, Respondents.

JOBBER'S RATES.

Application was made to the Board of Railroad Commissioners on May 5, 1896, by the above-named complainants, charging respondents with unjust discrimination in freight rates against said city and the citizen shippers thereof, and with charging unreasonable, unjust and excessive rates for the transportation of freight from said city over the lines of railroads owned and operated by respondents, and asking that what is commonly known as "jobbers' rates" be put in and established, and the present rates or charges thereby reduced and said discrimination done away with.

Notice of the filing of the complaint was forthwith given respondents, from some of which an early answer was made, from others considerable delay was occasioned by a failure to answer. The Chicago, Rock Island & Pacific Railway Company answered, questioning the power of the Board to put in and establish jobbers' rates, for the reason that the same were in themselves discriminatory, and not authorized but prohibited by law, but expressed a willingness to comply with the order of the Board should it determine in favor of applicants; denied that it voluntarily discriminated against said city, as charged, or that its freight rates from said city were either unjust, unreasonable, or excessive. The other respondents generally denied all allegations and charges made against them in the complaint, and claimed that while jobbers' rates were in force at other points in Kansas, there was nothing in the situation or surroundings at Abilene which would justify or warrant the ordering in of the rates demanded at that point.

Hearing was set for the 28th day of July, 1896, at 10 o'clock a. m., at the office of the Board in Topeka, at which time complainants appeared and were represented by G. W. Hurd, attorney for said city, and several of the petitioning citizens. The Chicago, Rock Island & Pacific made no further appearance than as above set forth; the Atchison, Topeka & Santa Fe appeared by W. Littlefield, its attorney, and the Union Pacific and the receivers by R. W. Blair, their

attorney. Respondents, appearing through their respective attorneys, announced that they did not care to further contest the application, and would therefore offer no evidence in support of the allegations of their several answers.

The Board, upon examination and full investigation, finds that rates such as are demanded by complainants have heretofore, by action of former boards, been given to the cities of Wichita, Salina, Arkansas City, McPherson, Manhattan, and 15 other cities; that the circumstances and surroundings at Abilene are not dissimilar to those at the other points where such rates have been ordered in and have been and are now established; that such rates ought to be put in and maintained at Abilene as are in force at Salina on the west and Manhattan on the east. The Board further finds, that a reasonable time in which to put in said rates is August 15, 1896. It is, therefore, by the Board ordered that respondents and each of them put in and maintain at the city of Abilene rates such as are given Salina and Manhattan, and known as "jobbers' rates," on or before August 15, 1896.

CASE No. 1525.—September 10, 1896.

J. F. Collyer and Citizens of Easton township, Leavenworth county,
Kansas, Complainants,

vs.

The Atchison, Topeka & Santa Fe Railway Company, Respondents.

STATION FACILITIES.

Thornburg Crossing, or Millwood, is situated on the line of the Leavenworth, Northern & Southern railway, owned and operated by respondent, in Easton township, Leavenworth county, Kansas, midway between Potter and Lowemont, which are six miles apart. Complainants ask that respondent be required to erect and maintain a platform and shelter at the former place for the accommodation of passengers, and to maintain the same as an additional station. Respondent says there is no public necessity therefor; that the same would greatly increase the expense of operating the road, and that it is impracticable to establish a station at this point owing to heavy grade beginning at point where the station is asked to be located, and that no benefit would accrue to the company by reason of increased business or otherwise.

A careful investigation establishes that it is but three miles distant northwest from where the improvements are asked to be put in to Potter, a station on the same road, and the same distance south-

east to Lowemont, another station; that the proposed place for a station is at the foot of a long and difficult grade, which renders the maintenance of a station difficult to a successful operation of the road; that those to be accommodated already have reasonably good facilities for travel. The expense of constructing such improvements as asked for would be trifling, but the inconvenience to the road, the expense of maintenance, the lack of revenue to compensate for the additional outlay, no public demand for the same, and the conveniences already offered being ample, would render affirmative action on our part improper. It is well known that this line of road is not a paying one; that its operation is a tax upon other portions of the road which do pay. To add to the burdens already imposed when there is no public necessity therefor would be both unreasonable and unjust to the operating road. The patrons, it is conceded, already have accommodations by a short travel and the choice to two open stations, neither more than three miles distant from the point where the location of a new station is asked for. They appear to be reasonably well accommodated, and the demand of the petitioners is denied.

CASE No. 1414.—October 8, 1896.

B. F. Dole et al., Complainants,

vs.

The Chicago, Rock Island & Pacific Railway Company, Respondent.

SWITCH.—SIDE-TRACK.

Twenty-eight citizens of Marion and McPherson counties petition the Board for an order requiring respondent to construct and maintain a side-track, switch or spur on the line of its road in McPherson county about one-half mile west of the east line of the latter-named county. The petition states no reasons why the same should be constructed—fails to show either a public or private necessity therefor, but simply asks for the order. The Board, however, accepted the application, considered it as sufficient, and instituted an investigation and inquiry. Respondent answering, says there is no public necessity for such a switch; that in this locality are already more stations, side-tracks and switches than are profitable to the company or demanded by the business transacted; that it would be burdensome to the company without a corresponding benefit to the public, and that it is against public policy to put in spur tracks and switches where there is not an imperative public demand for them.

From an examination, the Board finds that the proposed location of the spur or switch is about midway of Waldeck, in Marion county,

and Canton, in McPherson county, which are six miles apart. The former is a station with depot building, stock-yards, side-tracks and switches, and the usual conveniences commonly found at such country stations. A considerable amount of money has been expended by the company in the construction of these conveniences. Canton is a city of about 400 population, with a growing commerce and business. The station of Waldeck was located and improvements made at the time when respondent's road was constructed. Canton was for a long time prior thereto a station on the line of the Atchison, Topeka & Santa Fe railroad. This is a competing point, and would therefore naturally be a better market than a non-competing point, and is but three miles distant from the point where the proposed switch is to be located. One contention of complainants is that the wagon roads leading to Waldeck are in bad condition, over rough, hilly and broken ground, thus rendering it difficult to reach that station. The railroad company answers this charge by saying that while in a measure true, there exists in law as great an obligation upon the public to make its thoroughfares passable as upon a railroad company to inconveniently locate its stations, and that it cannot be put to unnecessary and useless expense because those who would be somewhat better accommodated neglect a public duty incumbent upon them.

The Board finds, from a full investigation, that there is no public necessity for the construction of the spur or switch asked; that the petitioners and all others are already provided with all necessary and reasonable facilities for the transportation and handling of freight and the accommodation of the travel; that the accommodations already provided are ample, and but a very few would receive additional accommodations should the prayer of the petitioners be granted, and the general public would in no way be benefited; that it would add unnecessarily to the expense of constructing, maintaining and operating the road, and would increase the hazard to passengers and freight being transported, for it is a conceded fact in the operation of railroads that each time the main line is tapped by a switch the danger from accident is increased. The Board not only believe that such an order as asked would be burdensome to the railroad but would also operate unjustly and unfairly upon the business and citizens generally of Canton, three miles distant, it being the older town, with a considerable population, which is increasing. The creation by order of the Board of an opposing market, while it would not benefit the producer, would in a degree detract from well established business at Canton, and affect all the people who have invested their money in good faith in property,

and business there, and their interests already established must be considered as an important factor in determining the question. The Board believes that ordinarily the commerce of our state can be properly and expeditiously handled with railroad stations six miles or even further apart, and only in exceptional cases, where it is clearly and conclusively shown that it cannot, would they order them multiplied, and this case does not present an exception to the rule. The application is denied, and the proceedings dismissed.

CASE No. 1529.—October 8, 1896.

A. E. Mayhew et al., Complainants,
vs.
Railroads of Kansas, Respondents.

GRAIN RATES.—DAMAGE TO GOODS IN TRANSIT.

Complainants filed their petition charging the various railroads of the state with a violation of an order or recommendation of the Board made June 30, 1894, making a general reduction in freight rates. The questions involved in this case are identical with those in case No. 1528. The two cases are hereby consolidated, and both will be heard at a date hereafter to be fixed, of which all parties interested shall have notice. In the letter transmitting the complaint was contained a charge against the railroad companies with uselessly and unnecessarily breaking and damaging goods and packages delivered them for shipment. Complainants were notified that if they had a grievance of the kind indicated in the letter and would make a formal complaint the Board would give it immediate attention. Several months have elapsed and no further charges being made that portion of the complaint is hereby dismissed.

CASE No. 1527.—October 8, 1896.

Hulme & Kelly, Complainants,
vs.
The Missouri Pacific Railway Company, Respondent.

OPENING OF SEALED CARS FOR INSPECTION AT POINTS INTERMEDIATE TO ORIGIN AND DESTINATION.

The complainants are engaged in the milling business at Great Bend, Kas. They complain of respondent company because it is the practice of respondent's agent at Hoisington, Kas., to open cars, check their contents and note on way bills any differences found to

exist between their actual weight as there ascertained and that named in the way bill, the contention of complainant being that the actual weight of shipment should be ascertained by respondent at point of origin or at destination, and that the goods constituting the shipment should not be molested after transportation has commenced, for the reason that the inspection complained of often results in damage to the goods under shipment.

The respondent company, in answering to the complaint, admits that as a rule it is better to superintend the loading of cars at original point of shipment, but claims that oftentimes it is not possible or practicable to do this, and that in such cases it has the right to open cars at convenient places for purposes of inspection in order to see that the contents correspond with the shipping tickets at point of shipment, and for a justification of such practice alleges that cars moving over its road frequently contain contraband freight not disclosed in the shipping order, which materially affects its revenues, and respondent further alleges that by observing this practice the interests of all square-dealing shippers are subserved as well as the interests of respondent.

An investigation discloses that respondent has no facilities for weighing goods at Great Bend, but that there are such facilities at Hoisington, Kas., 10 miles distant, where respondent's branch line from Great Bend taps its main line, and that respondent has directed its agent at Hoisington to maintain the practice about which complaint is made.

The Board has given the matter in controversy careful study, and has arrived at the conclusion that it is the duty of respondent to obtain at the origin or destination of a shipment all the information that it desires about the contents of such shipment, and that a consignor of freight has a right to have his goods, after transportation has commenced, go through to destination without inspection or other molestation. But while the duty of the carrier and the right of the shipper are, in the opinion of the Board, as has been stated, yet no rule of action has been prescribed by the legislature giving to the Board any authority in the premises, and therefore a shipper whose rights have been infringed upon must in the courts seek redress in damages for the wrong committed.

The Board having no power to provide a remedy in the case, the proceedings are dismissed.

CASE No. 1526.—October 8, 1896.

Hulme & Kelly, Complainants,

vs.

The Atchison, Topeka & Santa Fe Railway Company, Respondent.

DISCRIMINATION IN FREIGHT RATES.

Complainants charge that respondent has discriminated against them in the shipment of car-load lots of mill products. The matter of the complaint was taken up with the management of the railroad, and the concessions asked by complainants were made. Further proceedings are rendered unnecessary, and the action is hereby dismissed.

CASE No. 1483.—October 14, 1896.

H. F. Heisler, Trustee St. Mary's township, Petitioner,

vs.

The Union Pacific Railway Company, Respondent.

RAILWAY CROSSING.

In this case, H. F. Heisler, trustee of St. Mary's township, Pottawatomie county, and 50 citizens and business men of said township, petitioned the Board for an order to compel the respondent to construct a railway crossing at the point where respondent's right of way intersects county road No. 906, the same being a continuation of Eighth street, of the town of St. Mary's, in said township.

The proceedings resulted in the construction by respondent of the crossing asked in complainant's petition, and it appearing to the Board from statements of complainant that the crossing so constructed is being maintained in good repair and is in every way satisfactory to the public, further proceedings are unnecessary, and the case is therefore dismissed.

CASE No. 1524.—October 14, 1896.

G. E. Harvey, Trustee of Rich Hill township, Anderson county, Kansas, Complainant,

vs.

The Missouri, Kansas & Texas Railway Company, Respondent.

REOPENING OF STATION AT SELMA, KAS.

G. E. Harvey, trustee of Rich Hill township, Anderson county, and 37 residents of Selma, Kas., and vicinity, petitioned the Board for an order requiring the respondent to open its station at Selma.

As a result of the proceedings, the station was reopened, and further action being unnecessary, the case is hereby dismissed.

CASE No. 1530.—October 14, 1896.

L. P. Stearns et al., Citizens of Paradise, Russell county, Kansas, and vicinity, Petitioners.

vs.

The Union Pacific Railway Company, Respondent.

OPENING OF STATION AND APPOINTMENT OF AGENT.

L. P. Stearns and 63 other citizens of Paradise, Russell county, Kansas, and vicinity, petitioned the Board for an order to require respondent company to open its closed station-house at Paradise, and to appoint a station agent at that point.

The matter was immediately brought by the Board to the attention of respondent, which answered that the action prayed for would be taken, and it appearing to the Board that the station-house has been reopened and an agent appointed, further proceedings are unnecessary, and the case is hereby dismissed.

CASE No. 1537.—November 5, 1896.

T. J. Parish, Trustee of Fairmount township, Leavenworth county, Kansas, and Citizens, Complainants.

vs.

The Kansas City Northwestern Railroad Company, Respondent.

STATION FACILITIES.

The village of Basehor is located in the eastern portion of Leavenworth county, in Fairmount township, and on the line of the Kansas City Northwestern railroad. The trustee and various citizens of said township and patrons of the road complain of respondent that sufficient station facilities for the accommodation of the freight and passenger traffic at this point is not furnished, and ask for an order of the Board requiring the railroad company to open up the station, provide it with a competent agent and also with telegraph facilities for the convenience of the patrons of the road and to enable them to transact their business according to modern methods.

The respondent, admitting that there is a considerable volume of business transacted at this place, denies that there is enough to pay the additional expense of maintaining a full agency.

Hearing upon the issues was set for November 5, 1896, at which time the Board visited the premises, and took the testimony of various citizens and witnesses offered. Complainant was repre-

sented by the township trustee and respondent by Superintendent Cayhill.

At the hearing it was clearly established that this line of respondent's road was constructed in 1887 as the Kansas City, Wyandotte & Northwestern, and was subsequently, in 1893, changed to Kansas City Northwestern, and then came under the control and management of the Missouri Pacific. At the time of the construction of the road a station was established at Basehor, a depot building of brick erected, and was for a long time kept open for the accommodation of the traveling public and patrons of the road. It was further shown that there are about 40 residents of Basehor; that there are two general stores, a creamery, a drug-store, a feed mill, and a blacksmith shop; that from 200 to 300 people transact their railroad business at this station; that from 150 to 200 full car-loads of freight are brought in and taken out annually, besides a considerable local business; that all incoming freight must be prepaid, or the consignee is compelled to go to Piper, $4\frac{1}{2}$ miles east, or Tonganoxie, 10 miles west, and have it hauled to Basehor by wagon or dray; that in billing stock, grain, or other commodities out, the consignor must accompany the cars to either Piper or Tonganoxie and have the agent there issue the bill of lading; that passengers, of which there are many, are compelled to await the coming of trains on the depot platform without shelter, regardless of the condition of the weather; that passengers are denied the privilege of purchasing round-trip or low-rate excursion tickets, and are generally denied the accommodations given to patrons of the road at similar points.

The evidence further shows that Basehor is located in a fertile part of Leavenworth county and surrounded by excellent farms; that large quantities of fruit, grain and stock are annually shipped from this point; that large quantities of coal and other products are annually shipped in, all of which is done without the usual modern railroad facilities, and to the great inconvenience of the citizens and patrons of the road.

In the opinion of the Board the evidence is insufficient to justify the making of an order requiring respondent to put in and maintain telegraph facilities. The evidence, however, does show that the wants of the public would be better subserved by telegraph facilities at Basehor than at Piper, where now maintained, and if this alone was to govern the order would be made. It also shows that the interests of the road are better served by maintaining them at Piper. Piper is at the junction of the two lines of respondent's road, one going north to Leavenworth and the other northwest to Beatrice, Neb., where it is essential that telegraph facilities should

be maintained. At this point also the company maintains its bridge yards, which is an additional reason for maintaining a telegraph station there.

The objects of telegraph facilities are twofold: First, to aid the company in the operation of its road and facilitating the control, handling and management of its trains, and, second, to accommodate the business public. The former usually controls the railroad company, while the rights of the latter are not infrequently disregarded. In this case, however, considering the necessity for maintaining a telegraph station at Piper, its proximity to Basehor, and in view of all the surroundings, the Board does not feel justified in ordering in telegraph facilities at Basehor. We would, however, recommend to respondent that it give to the people at Basehor telegraph facilities for a time, at least sufficient to test the public necessity therefor.

From the foregoing the Board concludes:

First. That the volume of business at Basehor is amply sufficient to justify maintaining an agency there.

Second. That the demands and necessities of the public require that the depot at this point should be maintained and kept open for the transaction of business.

Third. That respondent is not complying with the law and its duties to the public as a common carrier in neglecting to maintain and keep open said station.

Fourth. That the respondent shall at once, upon receipt hereof, establish and maintain an agent at Basehor, and keep the depot thereat open for the transaction of business at all business and reasonable hours for the accommodation of the public.

CASE No. 1531.—November 9, 1896.

James Murphy, Complainant,

vs.

The Atchison, Topeka & Santa Fe Railway Company, Respondent.

DISCRIMINATION IN RATES UPON COAL SHIPMENTS.

The complaint in this case, filed by James Murphy, a retail dealer in coal at Eureka, Kas., alleges in substance that respondent has unjustly discriminated against complainant and in favor of Geo. M. Houston & Co., competitors in the coal business, by rebating to said Geo. M. Houston & Co. the sum of \$2 on each car of coal shipped to said Houston & Co., and complainant asks that respondent be required to refund to him the sum of \$54, being \$2 per car on 27 cars shipped complainant and charged for under the unjust dis-

criminating practice of respondent, and that respondent be required to desist from its unjust discriminating policy.

The respondent answering, admits that a rebate of \$2 per car upon coal shipments is allowed to Houston & Co., and not to complainant, but denies that in so doing it discriminates unjustly against complainant and in favor of Houston & Co., and for justification of its action says:

“That in this instance said railway company is simply complying with its ordinary rule under similar circumstances, viz.: That where a business house, whether in the coal business or any other, is located upon the track of any other railroad and is not reached by the tracks of this company, then this company is required to pay such other railroad a switching charge, usually of \$2 per car, in order to have the car transported from its tracks to the business house of the party located upon the tracks of the other company, and that where the party so desires, it is the custom of this company to allow him to transport it from its tracks direct by wagon and allow him the same amount which it would be compelled to pay the connecting railway company, and where parties at the same town are not similarly situated and do not have business houses located upon the tracks of the other company, then of course no allowance for transportation is made.”

Respondent asks that the prayer of the complaint be not allowed.

A hearing of the case was had at Eureka, Kas., at 8 o'clock p. m. on October 14, 1896, and there were present complainant in person and his attorney, W. S. Marlin; also respondent, by its attorney, O. J. Wood. The testimony introduced developed the following facts, viz.: That the complainant, Murphy, the firm of Houston & Co. and the firm of Wilson & Co. are competitive dealers in coal at Eureka, Kas.; that respondent company and the Missouri Pacific Railway Company have each a line of railway at Eureka; these two lines of railway are connected by a switch whereby cars may be transferred from either to the other; that Houston & Co. have for some years had at the Missouri Pacific yards two coal sheds or bins, each of the capacity of about one car; that Wilson & Co. had at the same place for several years five or six similar sheds or bins, but that the same were removed about a year since; that complainant had no facilities for storage at the Missouri Pacific yards until quite recently, he having erected two sheds or bins about a week since; that neither of said coal dealers has now, nor has either of them ever had, sheds or other facilities for storing coal at the station or yards of respondent company; that the general places of business, including offices and yards of each of said coal dealers, are near the center of the city of Eureka, and distant from the stations or yards of said railway companies from six to eight blocks; that no cars loaded with

coal have ever been transferred from respondent's railway to the Missouri Pacific railway; that none of the coal shipped over respondent's road has ever been transferred by wagon or other conveyance to the sheds located on the Missouri Pacific tracks, but the same has been, when storage was necessary, transferred to the aforesaid places of business, distant several blocks from either railway station; that the greater part of the coal used at Eureka is shipped over respondent's road; that Houston & Co have been allowed a rebate of \$2 per car on each car of coal shipped to them over respondent's line, and that no such rebate has been allowed complainant or Wilson & Co.; that by reason of said rebate of \$2 per car, amounting to about 10 cents per ton, Houston & Co. have been enabled to underbid and undersell their competitors, complainant and Wilson & Co.

There was introduced in evidence, as justifying the practice of respondent company, rule 14 of the Trans-Missouri freight rate committee, of which committee respondent by its proper representative is a member. That part of rule 14 which is supposed to authorize the practice of respondent reads as follows:

"In all territory west of and including the Missouri river line, where two or more lines center at one point and for any reason it is not practical for any member to secure switching service from another member or other members or from outside lines, authority is hereby granted for the absorption of the cost of drayage to or from warehouses, stores or elevators, lumber yards, etc., directly or immediately located on the tracks of any member or outside line (to and from which such member or outside line handles cars free) to the extent of the established switching charge at such point, which it is presumed will not exceed two dollars per car. . . . No authority is hereby conferred for the absorption of either drayage or switching charges in connection with industries or yards not immediately located on side-tracks controlled by other members or outside lines."

It is very difficult to understand how this rule can in any way justify the discrimination made by respondent among the coal dealers at Eureka, for the facts would seem to take the case entirely from under the operation of the rule. The switching of cars from one road to the other is practicable, and neither the general offices, the yards or storage facilities in, by or through which coal coming over respondent's line to either of said dealers is received, stored and sold are located on the tracks of the Missouri Pacific Company.

This Board has more than once held that \$2 is a reasonable charge for switching cars from one line to another, and should this service be actually performed by the line to which cars are delivered it might perhaps be proper for the delivering line to absorb the

switching charge, as thereby one dealer would be granted no undue preference over his competitors, but in this case no switching was performed, and the allowance to Houston & Co., and a refusal to allow the same to complainant and Wilson & Co., is unlawful and discriminatory; that respondent should rebate to complainant the sum of \$50, being \$2 each for 25 cars of coal shipped, upon which this charge was collected, and the Board hereby recommends that the same be done.

It is hereby ordered that from and after this date respondent allow to complainant and Wilson & Co. the \$2 per car as drayage allowed to Houston & Co., and desist from further discrimination herein.

CASE No. 1406.—November 18, 1896.

Citizens of Big Creek township, Russell county, Kansas, Complainants,

vs.

The Union Pacific Railway Company, Respondent.

TELEGRAPH FACILITIES.

This is an application for an order directing respondent to put in at Gorham, Russell county, a station on its road, and maintain a telegraph office. The application has been pending for some time. The reasonableness of the request was not apparent when made, and the question was allowed to remain undecided, awaiting developments which might justify the making of the order.

The respondent denies that there is a public demand sufficient to justify the expense. The Board has fully examined and inquired into the necessities for such service, and finds that none existed at the time the application was made which would justify affirmative action, nor have conditions changed since and during the pendency of this action that would authorize the granting of the prayer of petitioners. Further proceedings herein are hereby dismissed.

CASE No. 1520.—November 19, 1896.

The McPherson Produce Company, Complainant,

vs.

The A. T. & S. F., the Missouri Pacific and Union Pacific Railway Companies, Respondents.

DISCRIMINATION IN RATES.

Complaint was made against respondent companies because shippers of dressed poultry, dairy products, etc., in the eastern part of Kansas were allowed car-load rates on 10,000-pound lots or over, while car-load rates were allowed complainant only on 20,000 pounds or over, and it was alleged that because of the discrimination thus made the business of complainant was seriously damaged.

The matter in controversy arose out of interstate commerce, over which the Board had no jurisdiction, but in order to obtain, if possible, a remedy for complainant, the complaint was brought by the Board to the attention of the respondent companies, and the result of the proceedings was a removal of the discrimination complained of by raising the car-load minimum in eastern Kansas to a level with that governing the shipments of complainant.

Later, the complainant expressed dissatisfaction with the adjustment, and contended that the discrimination should have been removed by a general reduction of the car-load minimum to 10,000 pounds, in order to conform it to the minimum car-load of similar products east of the Mississippi river.

Further correspondence by the Board with respondents developed an intention on the part of the latter to adhere to the 20,000-pound minimum, and the Board having no authority to make a legal inquiry and findings in the premises, because interstate questions were involved, complainant was so advised, and the case dismissed.

CASE No. 1540.—November 20, 1896.

The Mayor and City Council of the city of St. Mary's, Pottawatomie county, Complainant,

vs.

The Union Pacific Railway Company, Respondent.

DITCHES AND WATERWAYS.

The line of respondent's road runs through the corporate limits of the city of St. Mary's, in Pottawatomie county.

It appears from the statement contained in the complaint that in the construction of the road it became necessary to dig certain

ditches along the right of way through the city, which have been allowed to fill up and render the crossing of the railroad at several of the public streets difficult, and interferes with travel. The mayor and city council petition the Board for an order compelling the railroad company to open up and maintain such ditches and waterways.

The Board, recognizing that it had no jurisdiction; that the regulation, maintenance and control of highways were reserved to the municipality under existing laws; that no power was delegated, nor was any intended to be given, the Board of Railroad Commissioners; that the purpose of the law creating the Board and defining its duties was to give the Board power and authority to regulate transportation of persons and property, and not to look after the condition of highways in each locality in the state through which a railroad is operated; however, called the attention of the railroad company to the complaint, hoping that they might obtain for the citizens of St. Mary's redress without a resort to the forms of law. The effort proved fruitless, respondent refusing to right the alleged wrongs, and the proceedings are hereby dismissed.

CASE No. 1538.—November 20, 1896.

Whitmer & Harrish et al., Complainants,

vs.

The Missouri Pacific Railway Company, Respondent.

TELEGRAPH FACILITIES.

The citizens of Millerton, Sumner county, petition the Board for an order requiring respondent to put in and maintain a telegraph agency at that point.

Attention of the management of respondent's road was at once directed to the petition. An investigation was had, which resulted in the establishing of an agency, as prayed for, on October 29, 1896.

The matters having been amicably and satisfactorily adjusted, all further proceedings herein are hereby dismissed.

CASE No. 1544.—November 27, 1896.

James Chapman, Complainant,

vs.

The Union Pacific Railway Company, Respondent.

INCREASE IN FREIGHT RATES.

The complaint in this case was filed September 26, 1896, and alleged that the rates from Topeka to Bennington, on potatoes and other articles of the same classification, had been increased 10 cents per 100 pounds. Correspondence concerning the complaint was had by the Board with respondent, and resulted in the withdrawal of the complaint by complainant because of a satisfactory adjustment in the premises. The case is therefore dismissed.

CASE No. 1528.—November 30, 1896.

The Board of Trade of Kansas City, Kansas,

vs.

The Railroads of Kansas, Respondents.

This proceeding was instituted on June 5, 1896, by the filing of certain petitions with the Board. The following is the prayer of the petitions:

“To the Honorable Board of Railroad Commissioners, state of Kansas: Gentlemen—We, the undersigned, citizens of _____ county, Kansas, believing the present rates on grain between points in Kansas to be too high, respectfully ask that a reduction in the distance-tariff rates on grain be made which will be more nearly in line with those in effect in surrounding states.

“In 1894, the Board of Railroad Commissioners of Kansas promulgated a ‘Schedule of Reasonable Maximum Rates,’ as shown on pages 48-51, inclusive, of the Twelfth Annual Report Board of Railroad Commissioners, 1894. These rates have never been put into effect by the railroads. We have not investigated them except as to grain, and do not ask any action upon them other than upon grain and grain products. The rates on these commodities are now greater than the traffic will bear, and those recommended would afford the railroads reasonable compensation for services rendered. We, therefore, ask that you promulgate the grain rates as shown on pages 48-51, inclusive, of the report above referred to, as the maximum rates for the state, and that Kafir-corn be added to the list of articles taking corn rates. We believe, with this confirmatory order, that should the railroads decline to obey it, as they have so far refused the entire schedule, the shippers of Kansas can bring

sufficient aid to the Commission to convince the railroads of the necessity of complying with it.”

The petitions numbered 311, and were signed in the aggregate by 11,756 citizens of Kansas, located variously throughout the state. These petitions were prepared, printed, circulated, collected and filed with the Board by complainant.

A consideration of the causes of complainant's interest and action in the premises, or of the question as to whether complainant or petitioners would be benefited by the proposed action, is unnecessary to a proper conclusion of this proceeding. The power of the Board to make an enforceable order in the regulation of transportation charges arises under sections 14 and 18 of chapter 124, Laws of 1883, and in no other way than by proceeding under the provisions of those sections can the authority of the Board in that direction be invoked. It cannot be done by petitions of citizens, as was undoubtedly well known to the former Board, before whom the proceedings referred to in the petitions herein were had. That Board made no order which could or can be enforced, and so far as the records show, made no attempt to have its conclusions complied with. The proceedings of that Board were had under section 5, chapter 124, Laws of 1883, and the supreme court of the state had previously decided (47 Kan. 497) that findings and orders of the Board under that section were advisory only, and could not be enforced either by the Board, the governor, or the courts. Presumably because the proceedings were under said section 5, the Board made a recommendation—not an order. The language used was this:

“It is recommended by the Board that the foregoing rates, which are found to be reasonable rates, be adopted by the railway companies of Kansas, and made effective August 1, 1894.”

Had those proceedings been under sections 14 and 18, an enforceable order could have been made, for the supreme court decided to that effect in the case of the Board of Railroad Commissioners v. Symns Grocer Company (53 Kan. 207). This Board has no greater authority by reason of petitions of citizens than had the former Board. The recommendation of the former Board still stands, to be adopted by the carriers if they see fit. It could have no additional force because of any action of the present Board. For the reasons stated, a hearing upon the petitions herein would result in no good, would cause a useless expense and a waste of time, and cannot, in the opinion of the Board, be justified. The case is, therefore, dismissed.

RAILROAD LAWS.



Law Creating the Board of Railroad Commissioners, and Defining its Duties.

CHAPTER 124.—Session Laws of 1883.
(General Statutes of 1889, paragraphs 1324-1350.)

An Act concerning Railroads and Other Common Carriers.

Be it enacted by the Legislature of the State of Kansas:

Section 1. No railroad company shall charge or receive a rate in excess of three cents per mile for the transportation of any passenger who is over twelve years of age, upon any railroad in this state, nor in excess of half that sum per mile for the transportation of any passenger of the age of twelve years or under. Each passenger over twelve years of age paying fare shall be entitled to have transported, without any additional charge, baggage not exceeding one hundred pounds in weight; and each passenger of twelve years of age or under paying fare shall be entitled to have transported, without additional charge, baggage not exceeding fifty pounds in weight.

Sec. 2. The executive council shall, before the first day of April next, elect three competent persons, who shall constitute a Board of Railroad Commissioners, and who shall hold their offices from the date of their respective elections for the term of one, two and three years from the first day of April next. The executive council shall, in like manner, before the first day of April in each year thereafter, elect a Commissioner, to continue in office for the term of three years from said date, and in case any vacancy occurs in said Board, by resignation or otherwise, shall in the same manner elect a Commissioner to serve for the residue of the term. The executive council may at any time remove such Commissioners, or any of them, and elect others to fill the vacancy; and all votes cast by each member of the executive council for the election of any person to the office of Railroad Commissioner, or removal from the same, shall be recorded in a journal kept by them for that purpose, which journal shall be kept open at all times for public inspection. The said Board of Commissioners shall have power to appoint a Secretary, and remove him at pleasure. No person owning any bonds, stock or property in any railroad company, or who is in the employment, or who is in any way or manner pecuniarily interested

in any railroad, shall be eligible to the office of Railroad Commissioner or Secretary of said Board. Said Railroad Commissioners and Secretary shall be qualified electors of the state: Provided, That no more than two of the Commissioners shall belong to the same political party. Said Commissioners and Secretary shall be sworn to the due and faithful performance of the duties of their respective offices before entering upon the discharge of the same. Each of said Commissioners shall enter into bonds, with security to be approved by the executive council, in the sum of \$10,000, conditioned for the faithful performance of his duty.

Sec. 3. Said Commissioners shall keep their office in the state-house, or at some other suitable place in the city of Topeka, and they or either of them may act officially in any part of the state. They shall each receive a salary of three thousand dollars per annum, and the Secretary shall receive a salary of one thousand five hundred dollars per annum, to be paid as the salaries of other state officers are paid; and the said Board shall be provided, at the expense of the state, with necessary office furniture and stationery.

(Section 4 of this act declared void. See 32 Kan. 761.)

Section 4, which provides for raising a fund for the payment of the salaries and current expenses of the Board of Railroad Commissioners and its Secretary by the taxation of the property of railroad companies only, was declared unconstitutional and void by the supreme court of the state of Kansas, being in contravention of par. 1 of art. 11 of the state constitution, which provides that "the legislature shall provide for a uniform and equal rate of assessment and taxation." (*A. T. & S. F. Rld. Co. v. Howe*, 32 Kas. 737.)

Sec. 5. Said Commissioners shall have the general supervision of all railroads in the state operated by steam, and all express companies, sleeping-car companies, and all other persons, companies or corporations doing business as common carriers in this state; and shall inquire into any neglect or violation of the laws of this state by any person, company or corporation engaged in the business of transportation of persons or property therein, or by the officers, agents or employees thereof; and shall also from time to time carefully examine and inspect the condition of each railroad in the state, and its equipment, and the manner of its conduct and management, with reference to the public safety and convenience. Whenever in the judgment of the Railroad Commissioners it shall appear that any railroad corporation or other transportation company fails, in any respect or particular, to comply with the terms of its charter or the laws of the state, or whenever in their judgment any repairs are necessary upon its road, or any addition to its rolling-stock, or

any addition to or changes of its stations or station-houses, or any change in its rates for transporting freight, or any change in the mode of operating its road and conducting its business, is reasonable and expedient, in order to promote the security, convenience and accommodation of the public, said Commissioners shall inform such corporation of the improvement and changes which they adjudge to be proper, by a notice thereof in writing, to be served by leaving a copy thereof, certified by the Commissioners' Secretary, with any station agent, clerk, treasurer, or any director of said corporation; and a report of the proceedings shall be included in the annual report of the Commissioners to the governor. Nothing in this section shall be construed as relieving any railroad company, or other transportation corporation, from their responsibility or liability for damage to person or property.

Sec. 6. Said Commissioners shall, on or before the first Monday in December in each year, make a report to the governor of their doings for the preceding year, containing such facts, statements and explanations as will disclose the working of the system of railroad transportation in this state, and its relation to the general business and prosperity of the citizens of the state, and such suggestions and recommendations in respect thereto as may seem appropriate. Said report shall also contain, as to every railroad corporation doing business in this state—

First: The amount of its capital stock.

Second: The amount of its preferred stock, if any, and the condition of its preferment.

Third: The amount of its funded debt, and the rate of interest.

Fourth: The amount of its floating debt.

Fifth: The cost and actual present cash value of its road and equipment, including permanent way, buildings and rolling stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business.

Sixth: The estimated value of all other property owned by such corporation, with a schedule of the same, not including lands granted in aid of its construction.

Seventh: The number of acres originally granted in aid of the construction of its road, by the United States or by this state.

Eighth: Number of acres of such land remaining unsold.

Ninth: A list of all its officers and directors, with their respective places of residence.

Tenth: Such statistics of the road and of its business for the year as may in the judgment of the Commissioners be necessary and proper for the information of the legislature, or as may be required

by the governor. Such report shall exhibit and refer to the condition of such corporation on the first day of July of each year, and the details of its business transacted during the year ending June 30.

Eleventh: The average amount of tonnage that can be carried over each road in the state with an engine of power given.

Sec. 7. To enable said Commissioners to make such report, the president or managing officer of each railroad or transportation company doing business in this state shall annually make to the said Commissioners, on the 15th day of September of each year, such returns, in the form which they may prescribe, as will afford the information required for their said official report. Such returns shall be verified by the oath of the officer making them; and any corporation herein named, whose returns shall not be made as herein prescribed, by the 15th day of September, shall be liable to a penalty of \$100 for each and every day after the 16th day of September that such returns shall be willfully delayed or refused.

Sec. 8. That said Commissioners shall have power, in the discharge of the duties of their office, to examine any of the books, papers or documents of any such company or corporation, or to examine under oath or otherwise any officer, director, agent or employee thereof, or any other person. The Commissioners, or either of them, are empowered to issue subpoenas and administer oaths in the same manner and with the same power to enforce obedience thereto, in the performance of their said duties, as belong and pertain to courts of record in this state; and any person who may willfully obstruct said Commissioners in the performance of their duties, or who may refuse to give any information within their possession that may be required by said Commissioners within the line of their duty, shall be deemed guilty of a misdemeanor, and shall be liable, on conviction thereof, to a fine of not exceeding \$1,000, in the discretion of the court; the costs of such subpoenas and investigation to be first paid by the state, on the certificate of said Commissioners.

Sec. 9. It shall be the duty of any railroad company, when within its power so to do, and upon reasonable notice, to furnish suitable cars to any and all persons who may apply therefor for the transportation of any and all kinds of freight, and to receive and transport such freight with all reasonable dispatch, and to provide and keep suitable facilities for the receiving and handling of the same at any depot on the line of its road; and also to receive and transport in like manner the empty or loaded cars furnished by any connecting road, to be delivered at any station or stations on the line of its road, to be loaded or discharged, or reloaded and returned to the road so connecting; and for compensation it shall not demand

or receive any greater sum than is accepted by it from any other connecting railroad for a similar service.

Sec. 10. No railroad company shall charge, demand or receive from any person, company or corporation, for the transportation of any property or for any other service, a greater sum than it shall at the same time charge, demand or receive from any other person, company or corporation, for a like service from the same place, or upon like condition and under similar circumstances; and all concessions of rates, drawbacks, and contracts for special rates shall be open to and allowed all persons, companies and corporations alike; nor shall it charge more for transporting freight from any point on its line than a fair and just proportion of the price it charges for the same kind of freight transported from any other point.

Sec. 11. No railroad company shall charge, demand or receive from any person, company or corporation, an unreasonable price for the transportation of persons or property, or for the hauling or storing of freight, or for the use of its cars, or for any privilege or service afforded by it in the transaction of its business as a railroad company. And upon complaint in writing, made to the Board of Railroad Commissioners, that an unreasonable price has been charged, such Board shall investigate said complaint, and if sustained shall make a certificate under their seal, setting forth what is a reasonable charge for the service rendered, which shall be prima facie evidence of the matters therein stated.

Sec. 12. It shall be unlawful for any railroad company to make any contract or enter into any stipulation with any other railroad company running in the same general direction, by which either company shall directly or indirectly agree to divide, in any manner or proportion, the joint earnings upon the whole or any part of the freight transported over such roads; and any violation of this provision shall render the railroad company violating the same liable to a penalty of \$5,000 for each month for which such earnings are divided, to be recovered for the use of the common-school fund, in the name of the state.

Sec. 13. Nor railroad company shall be permitted, except as otherwise provided by regulation or order of the Board, to change or limit its common-law liability as a common carrier. All railroad companies, shall, on demand, issue duplicate freight receipts to shippers, in which shall be stated the class or classes of freight shipped, the freight charges over the road giving the receipt, and, so far as practicable, shall state the freight charges over other roads that carry such freight. When the consignee presents the railroad

receipt to the agent of the railroad that delivers such freight, such agent shall deliver the article shipped on payment of the rate charged for the class of freights mentioned in the receipt.

Sec. 14. In all cases where complaint shall be made in accordance with the provisions of section 18, hereinafter provided, that an unreasonable charge is made, or that the rates charged for freight are unjust, unreasonable, or extortionate, and the Board shall find such complaint to be true, they shall require a modified charge for the service rendered, such as they shall deem to be reasonable, and shall certify their finding to the managing officer of the road against which complaint is made; and the rates so determined by the Board to be reasonable shall be, by the railroad company affected thereby, accepted, and posted up in a conspicuous place in each depot on the line of its road that may be designated by said Board; and such rates so found shall, in all actions arising in any court in the state, be taken to be reasonable compensation for the services for which they are provided, until the contrary is proven; and all compensation demanded or received by any such railroad company in excess of the rates so determined by the Board, shall in any such action be taken to be unjust, unreasonable, and extortionate, until the contrary is proven. All cases of a failure to comply with a recommendation of the Board of Commissioners shall be embodied in the report of the Board of Commissioners to the governor, and the same shall apply to any unjust discrimination, extortion or overcharge by said company, or any other violation of this act by such company.

Sec. 15. Any person, partnership or corporation engaged in business, other than that of a common carrier, may own or lease railroad cars, and may load and bill, the same to any railroad point, and all railroad companies and connecting lines to whom any such car is delivered shall receive and transport the same with all reasonable dispatch towards its destination: Provided, That such cars shall be constructed in conformity to the rules and regulations of the company to which such application is made, and for such compensation as may be fixed by the Commissioners; and having arrived at its destination, it shall be unloaded, and shall be, unless otherwise ordered by such shipper, returned to its starting point with like dispatch, and shall not be deviated from its route, and shall be in all respects handled the same as a car belonging to any railroad company: Provided, That it may be by said railroad company reasonably loaded upon its return trip and the owner be allowed a reasonable sum for its use; and such owner shall be responsible for all necessary repairs.

Sec. 16. Neither said Board of Railroad Commissioners nor any railroad company shall raise the charge for the transportation of freight on any railroad without first giving sixty days' public notice of such change, in such manner as the Commissioners may determine.

Sec. 17. Any person, upon written permission given by the Board, may exercise in the same manner and to the same extent as is now enjoyed by railroad companies, the right of condemning and appropriating land, and laying out and constructing any spur, switch or railroad track thereover, and connecting the same with any railroad already constructed; and the right to use such spur, switch or track shall be public, at rates and on terms and conditions such as the Board shall prescribe, if the parties interested cannot agree.

Sec. 18. It shall be the duty of said Commissioners, upon the complaint and application of the mayor and council of any city, or the trustees of any township, to make an examination of the rate of freight tariff charged by any such company, and of the condition or operation of any railroad, any part of whose location lies within the limits of such city or township; and if 25 or more legal voters in any city or township shall, by petition in writing, request the mayor and council of such city or the trustee of such township to make the said complaint and application, and the mayor and council or the trustee refuse or decline to comply with the prayer of the petition, they shall state the reason for such noncompliance, in writing, upon the petition, and return the same to the petitioners; and the petitioners may thereupon, within 10 days from the date of such refusal and return, present such petition to said Commissioners; and said Commissioners shall, if upon inquiry and hearing of the petitioners they think that the public good demands the examination, proceed to make it in the same manner as if called upon by the mayor and council of any city or the trustee of any township. Before proceeding to make such examination in accordance with such application or petition, said Commissioners shall give to the petitioners and railroad company reasonable notice, in writing, of the time and place of entering upon the same. If upon such an examination it shall appear to said Commissioners that the complaint alleged by the applicants or petitioners be well founded, they shall so adjudge; and they shall then and there decide what is a reasonable charge for such freights, and shall inform the corporation operating such railroad company of their adjudication within 10 days, and shall also report their doings to the governor, as provided in section 6 of this act, and shall certify to such complainants the result of such adjudication;

and such adjudication shall be prima facie evidence of what is a reasonable charge in all actions for such service.

Sec. 19. Any railroad company which shall violate any of the provisions of this act shall forfeit for every such offense, to the person, company or corporation aggrieved thereby, three times the actual damages sustained by the said party aggrieved, together with costs of suit, and a reasonable attorney's fee, to be fixed by the court; and if an appeal be taken from the judgment, or any part thereof, it shall be the duty of the appellate court to include in the judgment an additional reasonable attorney's fee for services in appellate court or courts.

Sec. 20. Any railroad company or individual willfully violating or evading any of the provisions of this act not otherwise herein provided for shall for each offense forfeit and pay a penalty of not less than \$100 nor more than \$5,000. All penalties provided for in this act shall be recovered by a civil action, to be instituted and prosecuted in the name of the state by the county attorney of the county in which the offense has been committed, upon the direction of the Board of Railroad Commissioners. If upon the trial of such action the jury shall find for the plaintiff, they shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, and the court shall render judgment accordingly. All such penalties so recovered shall be paid into the school fund of the county in which such offense has been committed; and the Board of Railroad Commissioners may require the attorney-general to assist such county attorney in the prosecution of such action. No bond for costs shall be required of the state in any such action.

Sec. 21. In any action against any railroad company for violation of the provisions of this act, the plaintiff may join in the same petition as many different causes of action as he may have against such company arising under this act.

Sec. 22. Any person who shall willfully and corruptly swear, testify or affirm falsely to any material matter, upon any oath, or affirmation, or declaration, legally administered in any cause, matter or proceeding before said Board, or any member thereof, or in any return, answer or report required by this act to be made, shall be deemed guilty of willful and corrupt perjury, and shall be punished by imprisonment in the penitentiary at hard labor, for a term not exceeding seven years.

Sec. 23. Said Board of Commissioners shall keep an accurate record of all its official acts, and shall also provide a seal, on which shall be the impression, "Board of Railroad Commissioners, State of Kansas. Seal." All process or certificates issued or given by

the Board, shall be attested by said seal. Copies of the record of the Board, certified by the Secretary and attested with the seal of the Board, shall be received in evidence with the like effect as copies of other public records.

Sec. 24. Any member of said Board while acting in the performance of his duties as such, together with such clerk, accountant, expert or other agent whose services he deems to be important in the discharge of said duties, shall have the right of passing at all times over all railroads and on all railroad trains, or any part thereof, in this state, free of charge.

Sec. 25. Nothing in this act shall be construed to estop or hinder any person or corporation from bringing suit against any such railroad company for any violation of any of the laws of this state for the government of railroads.

Sec. 26. In construing this act, unless such meaning be repugnant to the context, or to the manifest intention of the legislature, the term "railroad company" shall include to be construed to mean any incorporated railroad company, or any express or transportation company, or any railroad bridge company, or any person or persons, lessee, assignee, trustee, receiver, partnership, joint-stock company, or corporation, engaged wholly, partially, jointly or severally in laying out, constructing, owning, operating, using or maintaining any railroad operated by steam, or any portion or part of such railroad line. The word "person" shall include persons, partnerships, joint-stock companies, or corporations.

Sec. 27. Sections fifty-six, fifty-seven, fifty-eight and fifty-nine of chapter twenty-three of the General Statutes are hereby repealed.

Sec. 28. This act shall take effect and be in force from any after its publication in the official state paper.

Approved March 6, 1883.

CHAPTER 133.—Session Laws of 1886.

An Act relating to Switch Connections at the Crossings of Railroads and providing for their Construction and Maintenance.

Be it enacted by the Legislature of the State of Kansas:

Section 1. That whenever in the judgment of the Board of Railroad Commissioners it is necessary to the convenience or accommodation of the public that two or more railroads that cross each other should connect at or near the point of crossing, for the transfer of cars from one road to another, the Board may require the construction of necessary switch connections between such rail-

roads at the points where deemed necessary, in the following manner: Said Board of Railroad Commissioners shall serve upon the railroad companies whose roads it is deemed necessary to connect a certified copy of their finding and decision, in which shall be stated the character of connection to be built, whose duty it shall then be to construct such switch connections within such time as the said Board shall prescribe, and the expense of the same shall be borne equally by companies whose roads so connect. If one of said companies shall build the whole of such switch it may recover one-half the cost of the same from the company whose duty it was to construct one-half of such switch.

Sec. 2. Any railroad company failing or refusing to comply with the requirements of the said Board in relation to such switch, shall be subject to a penalty of \$500, to be recovered in a civil action in the name of the state.

Sec. 3. The companies whose roads thus connect may operate and maintain such switch jointly.

Sec. 4. This act to take effect and be in force from and after the date of its publication in the official state paper.

Approved February 17, 1886.

CHAPTER 193.—Session Laws of 1889.

(General Statutes of 1889, paragraphs 1352-1354.)

An Act to amend Section 1 of an Act entitled "An Act relating to Switch Connections at the Crossings of Railroads, and providing for their Construction and Maintenance," the same being Chapter 133, Session Laws of 1886.

Be it enacted by the Legislature of the State of Kansas:

Section 1. That section 1 of an act entitled "An act relating to switch connections at the crossings of railroads, and providing for their construction and maintenance," the same being chapter 133, Session Laws of 1886, be and the same is hereby amended so as to read as follows: Section 1. That whenever in the judgment of the Board of Railroad Commissioners it is necessary to the convenience or accommodation of the public that two or more railroads that cross or run parallel with each other should connect at or near the point of crossing or places of business along such railroad for the transfer of cars from one road to another, the Board may require the construction of necessary switch connections between such railroads at the points where deemed necessary, in the following manner: Said Board of Railroad Commissioners shall serve upon the railroad companies whose roads it is deemed necessary to connect,

a certified copy of their finding and decision, in which shall be stated the character of connections to be built, whose duty it shall then be to construct such switch connections within such time as the said Board shall prescribe; and the expense of the same shall be borne equally by the companies whose roads so connect or run parallel. If one of said companies shall build the whole of such switch, it may recover one-half of the cost of the same from the company whose duty it was to construct one-half of such switch.

Sec. 2. That all acts or parts of acts in conflict with this act are hereby repealed.

Sec. 3. This act shall take effect and be in force from and after its publication in the official state paper.

Approved March 2, 1889.

CHAPTER 184.—Laws of 1887.

(General Statutes of 1889, paragraphs 1359-1361.)

An Act regulating the Crossing and Intersection of Railroads.

Be it enacted by the Legislature of the State of Kansas:

Section 1. Any railroad company authorized to operate a railroad in this state, desiring to cross or unite its track with any other railroad upon the grounds of such other railway corporation, shall make application in writing to the Board of Railroad Commissioners, stating the place of crossing or intersection; whereupon the Board of Railroad Commissioners shall fix a day for the hearing of such application, and notify the railway corporations interested, at which time, unless further time be granted by said Board, the corporations interested shall be heard in regard to the necessity, place, manner and times of such crossing or connection; and upon such hearing either party, or the Board, may call and examine witnesses in regard to the matter, and the Board shall, after such hearings and a personal examination of the locality where a crossing or connection is desired, determine whether there is a necessity for such crossing, or not, and if so, the place thereof, whether it shall be over or under the existing railroad, or at grade, and in other respects the manner of such crossing, and the terms upon which the same shall be made and maintained: Provided, That no crossing shall be made through the yards or over the switches or side-tracks of any existing railroad, if a crossing can be effected at any other place that is practicable.

Sec. 2. If either party shall be dissatisfied with the terms and order made by said Board of Railroad Commissioners, it may appeal to the district court of the county wherein such crossing or

connection is sought to be made, in the same manner as appeals are allowed from a judgment of a justice of the peace to the district court; and said appeal, and all subsequent proceedings, shall only affect the amount of compensation, if any, and other terms of crossing fixed by said Board, but shall not delay the making of said crossing or connection: Provided, The corporation desiring such crossing or connection shall deposit with the county treasurer of the county where crossing or connection is sought to be made, the amount of compensation, if any is fixed by said Board of Railroad Commissioners, and shall execute and file with said Board a bond of sufficient security, to be approved by any member of said Board, to pay all damages and comply with all terms that may be adjudged by the district court.

Sec. 3. Any railroad company which shall violate or evade any of the provisions of this act shall forfeit for every such offense to the person, company or corporation refused [injured] thereby, three times the actual damages sustained by the party aggrieved.

Sec. 4. This act shall take effect and be in force from and after its publication in the official state paper.

Approved March 5, 1887.

CHAPTER 185.—Session Laws of 1887.

(General Statutes of 1889, paragraphs 1362-1364.)

An Act in Relation to Railroad Crossings and Junctions at Grade.

Be it enacted by the Legislature of the State of Kansas:

Section 1. When and in case two or more railroads crossing each other at a common grade shall, by a system of interlocking or automatic signals, or by any works or fixtures to be erected by them, render it safe for engines to pass over such crossings without stopping, and such interlocking or automatic signals or works or fixtures shall be approved by the Board of Railroad Commissioners, then and in that case it is hereby made lawful for the engines and trains of such railroad or railroads to pass over such crossing without stopping, any law or the provisions of any law to the contrary notwithstanding; and all laws or provisions are hereby declared not to be applicable in such cases.

Sec. 2. When two or more railroads cross each other at a common grade, either of such railroads may apply to the Board of Railroad Commissioners for permission to introduce upon both of said roads some system of interlocking or automatic signals or works or fixtures, rendering it safe for engines and trains to pass over such crossings without stopping; and it shall be the duty of said Board

of Railroad Commissioners, if the system of works and fixtures which it is proposed to erect by said company are in the opinion of the Board sufficient and proper, to grant such permission.

Sec. 3. Any railroad company which has obtained permission to introduce a system of interlocking or automatic signals at its crossing at a common grade with any other railroad as provided in the last section, may, after thirty days' notice in writing to such other railroad company, introduce and erect such interlocking or automatic signals or fixtures; and if such railroad after such notification refuses to join with the railroad company giving such notice in the construction of said works or fixtures, it shall be lawful for said first company to enter upon the right of way and tracks of such second company, in such manner as not to unnecessarily impede the operation of such road, and erect such works and fixtures, and may recover in an action at law from such second company one-half of the total cost of erecting and maintaining such interlocking or automatic signals or works or fixtures on both of said roads.

Sec. 4. This act shall take effect and be and remain in force from and after its publication in the official state paper.

Approved March 5, 1887.

CHAPTER 192.—Session Laws of 1889.

(General Statutes of 1889, paragraphs 1355-1358.)

An Act relating to Railway Companies, and giving Additional Powers to the Board of Railroad Commissioners, and prescribing Certain Duties and Liabilities of Railway Companies.

Be it enacted by the Legislature of the State of Kansas:

Section 1. It shall be the duty of the Board of Railroad Commissioners, upon complaint and application by the mayor and council of any city, or the trustee of any township in this state, requesting an order of said Board to require any railroad company in this state to construct any depots, side-tracks, switches, or other facilities at any point on the line of such railroad, for the convenience and safety of the public in the transaction of business with such railroad, and the interchange of business between connecting or parallel railroads at any station, town or city in this state, to investigate such complaint after giving proper notice to the railroad companies interested; and said Commissioners after such examination shall make such orders as they deem necessary and proper in relation to the construction and maintenance of such depots, connections, switches, or side-tracks, as in the judgment of said Board shall be necessary.

Sec. 2. If complaint shall be made by any railroad company in this

state against any other railroad company in this state on account of failure, neglect or refusal to comply with the provisions of section nine of an act entitled "An act concerning railroads and other common carriers," approved March 6, 1883, the Board of Railroad Commissioners shall upon notice to said railroad company investigate such complaint, and thereupon make such order as in the opinion of said Board shall be just and reasonable for the public interest, and may fix in such order a reasonable switching charge for any service required by such order, which switching charge shall be paid by the railroad company receiving the service and shall not be added to the rate paid by any consignor or consignee interested in such shipment.

Sec. 3. The Board of Railroad Commissioners may enforce its orders for the erection and maintenance of depots, the construction of connections, side-tracks, and switches, and charges for switching between connecting or parallel lines of railroad as hereinbefore provided for, as provided in the next section.

Sec. 4. For every neglect or refusal of any railroad company, corporation, receiver or person operating any railroad in this state to comply with any order of the Board of Railroad Commissioners of this state made in pursuance of the foregoing provisions, the person or corporation so neglecting or refusing shall forfeit to the state of Kansas the sum of \$100 for each and every day that any such order is neglected or disobeyed after the expiration of 30 days from the date of service of notice on the president, managing officer, superintendent, any member of the board of directors, or any station-agent or person in charge of any office or station of such company, by the Board of Railroad Commissioners or (of) the making of such order, to be recovered by civil action in the name of the state, which action shall be prosecuted by the attorney-general in any court having jurisdiction: Provided, That upon good cause shown, the Board of Railroad Commissioners may extend the time within which such order shall be complied with, to such an extent as in the opinion of the Board, under the circumstances of the particular case, may be necessary or desirable.

Sec. 5. This act shall take effect and be and remain in force from and after its publication in the official state paper.

Approved March 2, 1889.

CHAPTER 100.—Session Laws of 1893.

An Act for the Protection of Shippers of Grain, Seeds, and Hay.
Be it enacted by the Legislature of the State of Kansas:

Section 1. That each and every railway company operating a railway wholly or partly within this state shall, on or before the first day of July, A. D. 1893, construct and provide, and thereafter keep and maintain in good order, a track or car scale of sufficient capacity and suitable for weighing grain in car-load lots and in the car, at each and every town and station upon its line of railway, or the line of railway operated by it, from which the aggregate of grain shipments on all railways shall be 100 cars or more of grain and seeds during the year 1892.

Sec. 2. Any town or station not now entitled to track-scales under this act, but from which there shall hereafter be shipped in any calendar year 100 cars or more of grain, seeds or hay, shall be entitled to the benefits of this act; and any railway company operating a railway upon which such town or station is located, shall construct, provide, keep and maintain a track or car-scale at such town or station, as provided by section 1, within six months after the expiration of such calendar year: Provided, however, That any railway company may elect to accept the weights of any public weigher, or the weights of the shipper, and shall have the right to demand that the weights of such shipper shall be verified by affidavit. And in case they so elect shall not be required to put in scales, and shall not be liable to the penalties prescribed in this act for failure to put in scales.

Sec. 3. At stations not entitled to car-scales, by the provisions of this act, it shall be the duty of such railway company to weigh, at one of the stations nearest to such station having no such scales, any such cars before and after loading, and to give such shipper a like receipt as provided in section six (6) of this act: Provided, That such weighing before loading may be on one side of the point of shipment, and after loading on the other side of the point of shipment.

Sec. 4. Each railway company operating a railway at any station or town in this state entitled to track scales under this act shall correctly weigh all cars, immediately before and immediately after being loaded with grain, seeds, or hay, said cars to be detached from engine and other cars when weighed, and such weighing to be done in the presence of the shipper of such grain or seed, if so demanded by him.

Sec. 5. Such railway company shall be entitled to collect and receive from the person shipping such grain, seed or hay, the sum of twenty-five (25) cents for each car of such grain or seed so weighed, as compensation for such weighing.

Sec. 6. Each railway company, operating a railway wholly or partly within the state, shall be required to give to any person delivering grain, seed or hay in bulk or in sacks to such company, for transportation, at any station entitled to track-scales under this act, a bill of lading, in duplicate, which bill of lading shall state the exact number of bushels or pounds of grain, seed or hay so delivered to such railway company, by whom delivered and to whom consigned; and thereafter such railway company shall be responsible to the consignee named in said bill of lading, or to his heirs or assigns, for the full amount of such grain, seed or hay so delivered to such railway company, until it shall show that it has delivered the whole amount of such grain, seed or hay to such consignee or to his heirs or assigns: Provided, however, That if the shortage on any car of grain, seed or hay shall not exceed one-fourth of 1 per cent. of the amount of grain, seed or hay put in the car, then the railway company shall be deemed to have delivered the whole amount of grain, seed or hay in the car. And in any action hereafter brought against any railway company, for or on account of any failure or neglect to deliver any such grain, seed or hay to the consignee, or his heirs or assigns, either duplicate of such bill of lading shall be conclusive proof of the amount of such grain, seed or hay so received by such railway company.

Sec. 7. No defense to an action for the recovery of such loss or shortage on grain, seeds or hay so weighed, by reason of the same having occurred on the line of some other company, to which it may have been transferred or which may have received it for shipment, shall be admitted to be made unless all the facts and circumstances of such loss or shortage so occurring on such other line shall be fully set forth in written pleadings filed by the shipping company, and affirmatively and fully proved by it.

Sec. 8. Any railway company failing, neglecting or refusing to provide and maintain track-scales, as required by section 1 of this act, shall state, in its bills of lading given for grain or seed delivered to it for transportation at any station or town entitled to track-scales under the provisions of this act, the number of bushels or pounds of such grain, seed or hay, and as stated by the person or persons delivering such grain, seed or hay to such railway company, and the amount so stated shall be conclusive and binding upon such railway company, as provided in section 6 of this act:

Provided, however, That the person so delivering such grain, seed or hay to such railway company shall, if required by the railway company, make an affidavit that the amount of such grain, seed or hay as stated by him is true and correct

Sec. 9. Any railway company neglecting for six months after the taking effect of this act to put in the car scales, heretofore provided for, shall be liable to a penalty of one hundred dollars (\$100) per day for each station at which such neglect occurs, until the same is put in, as herein provided.

Sec. 10. Any railway company neglecting or refusing to give any person entitled thereto a bill of lading, as required by either sections 6 or 8 of this act, shall be liable to a fine of one hundred dollars (\$100) for each and every refusal, to be recovered in an action brought in the name of the state, in any court of competent jurisdiction, and shall also be liable to the party injured by such refusal for all damages sustained thereby, together with a reasonable attorney's fee, to be recovered by an action in any court of competent jurisdiction; and in all cases in which judgment shall be rendered against a railway company for loss or shortage on grain, seed or hay shipped, the magistrate or court shall also render judgment for a reasonable attorney's fee for the plaintiff's attorney: Provided, That such attorney's fee shall not be allowed unless written demand be made upon the agent of the station at which grain was shipped for payment of such loss or shortage thirty (30) days before the beginning of such suit.

Sec. 11. This act shall take effect and be in force from and after its publication in the statute book.

Approved March 10, 1893.

CHAPTER 111.—Session Laws of 1893.

An Act to repeal paragraph 1325, General Statutes of 1889, relating to excess in railroad fare.

Be it enacted by the Legislature of the State of Kansas:

Section 1. That paragraph 1325 of the Laws of 1889 be and the same is hereby repealed.

Sec. 2. This act shall take effect and be in force from and after its publication in the official state paper.

Approved March 10, 1893.

CHAPTER 195.—Session Laws of 1895.

An Act to require Railroad Companies to furnish Free Transportation to Shippers of Stock in certain cases, and providing a remedy in case of failure or refusal on the part of the Railroad Company to comply with the Provisions of this Act.

Be it enacted by the Legislature of the State of Kansas:

Section 1. Whenever any railroad company or corporation doing business within the limits of this state shall receive and ship any live stock by the car-load, said company, in consideration of the usual price paid for the shipment of the said car, shall pass the shipper or his employee to and from the point designated in the contract or bill of lading without further expense to the shipper in the way of fare: Provided, however, That in all cases where a shipper ships more than one car-load of stock at the same time, the said railroad company shall be and hereby is required to pass free, as aforesaid, only one additional person, shipper or employee for every four car-loads shipped in addition to the first car-load.

Sec. 2. Every railroad company or corporation failing or refusing to comply with the provisions of section 1 of this act, shall be liable in damages to the shipper for the amount of damages sustained by reason of such failure or refusal on the part of the railroad company, to be recovered before any court of competent jurisdiction, and any judgment recovered on any such action shall be made to cover a reasonable attorney's fee for plaintiff's attorney.

Sec. 3. This act shall be in force and effect from and after its publication in the official state paper.

Approved March 6, 1895.

Published March 20, 1895.

CHAPTER 152.—Session Laws of 1893.

An Act relating to the Maintenance of Telegraph Stations.

Be it enacted by the Legislature of the State of Kansas:

Section 1. That every telegraph company or other corporation operating a telegraph line through the corporate limits of any county seat in Kansas, is hereby required to establish and maintain a telegraph station at such county seat, with the usual facilities and appointments for the convenience of the public in sending telegrams during the business hours of each day.

Sec. 2. Each telegraph company or other corporation operating a telegraph line failing or neglecting to comply with the provisions

of section one (1) of this act, shall be liable to a penalty of ten dollars (\$10) for each day of such failure or neglect, to be recovered and disbursed for the benefit of the school fund of the county where such failure or neglect exists, the same as other fines and penalties; the action for such penalty being prosecuted by the county attorney, with the state of Kansas as plaintiff, and before any court of competent jurisdiction.

Sec. 3. This act shall be in full force and effect from and after its publication in the statutes.

Approved March 13, 1893.

CHAPTER 112.—Session Laws of 1893.

An Act relating to the Stopping of Passenger-Trains.

Be it enacted by the Legislature of the State of Kansas:

Section 1. That each and every railroad company operating a line of railroad through the corporate limits of any county seat in Kansas is hereby required to make regular stops at such county seat of at least one passenger-train per day going in each direction.

Sec. 2. Any corporation operating a line of railroad in the state of Kansas failing or neglecting to comply with the provisions of section one of this act shall be liable to pay a penalty of ten dollars (\$10) for each day of such failure, which penalty may be recovered in any court of competent jurisdiction, in an action to be prosecuted by the county attorney of the county where such failure to make regular daily stops as aforesaid occurs. Such action shall be prosecuted in the name of the state of Kansas as plaintiff, and the recovery shall be for the benefit of the common schools of such county, to be collected and disbursed as other fines and penalties.

Sec. 3. It shall be a good defense to any actions provided in section two of this act, if for any reason passenger-trains are not run on the railroad going through such county seat on the day for which the penalty is sought to be recovered.

Sec. 4. This act shall take effect and be in force from and after its publication in the official state paper.

Approved March 11, 1893.

Published April 19, 1893.

CHAPTER 228.—Session Laws of 1887.
(General Statutes of 1889, paragraphs 1371-1373.)

An Act relating to the Shipment of Live Stock and Grain.

Be it enacted by the Legislature of the State of Kansas:

Section 1. Whenever any shipper of hogs, cattle, sheep, horses, or other animals, shall present his stock at any railroad station, and to any railroad-agent in the state of Kansas, for purposes of transportation, it shall be the duty of said railroad-agent to count or cause to be counted said hogs, cattle, sheep, horses, or other animals, and the number so counted shall be by the agent named in the bill of lading or receipt for said stock. And if said railroad-agent neglect or refuse to count or have counted said stock, then the railroad company employing said agent shall be held responsible for the number of animals specified in the bill of lading according to shipper's count.

Sec. 2. Whenever any shipper shall order one or more cars from any railroad company for the purposes of transportation of stock or grain, he shall have the right and privilege to put in said car or cars two or more species of live stock or different kinds of grain; and no railroad company or railroad agent shall charge for any car in which is shipped two or more species of live stock any greater prices than are charged when only one species of said stock is shipped therein, nor shall said railroad agent or railroad company charge any greater sum when two or more kinds of grain are shipped in any car than is charged when only one kind of grain which is in said car is shipped: Provided, That said different species of stock or kinds of grain which are placed in said car or cars do not exceed the maximum limit of pounds allowed by law and by the railroad company when only one species of live stock or one kind of grain is shipped in said car or cars: Provided, further, That when more than one kind of stock or grain shall be shipped in the same car, the highest rate may be the rate of freight to be charged.

Sec. 3. Any loss sustained by any shipper from the refusal on the part of any railroad company to conform to the requirements of this act shall be assessed and collected as any other damages and losses are assessed and collected against railroad companies.

Sec. 4. This act shall take effect and be in force on and after its publication in the official state paper.

Approved March 3, 1887.

CHAPTER 138.—Session Laws of 1886.

(General Statutes of 1889, paragraphs 1314, 1315.)

An Act providing for the Enforcement of Contracts made by Railroad Companies in Consideration of Municipal, County and Township Aid.

Be it enacted by the Legislature of the State of Kansas:

Section 1. That it shall be the duty of any railroad company or companies which heretofore have received aid from any county, township, or city, or which shall hereafter receive such aid in the construction of the road of such company or companies, and the duty of any and all railroad companies composed in part by consolidation or otherwise of such company or companies having received such aid, to maintain and operate the railroad for which such aid has been or shall be extended, in the manner and with all the business facilities and with all the accommodations for the business and traveling public which was or shall be promised by the railroad company or companies which have or shall receive such aid as a consideration in whole or part for such aid; and every railroad company which shall fail or refuse to keep and perform any promise or contract so made in consideration of or in order to induce any county, township or city to extend such aid, shall be liable to the penalties provided in section two of this act.

Sec. 2. Every railroad company, on being notified by the chairman of any board of county commissioners, mayor of any city, or trustee of any township of such county, township or city, by notice to be served as provided by law for the service of a summons in a civil action, specifying the particular thing or things in respect to which such railroad company is failing to perform any such promise or agreement, and demanding the performance of the same, shall within thirty days from that time comply with and perform any such contract, promise or agreement, and maintain and operate such railroad as promised or agreed in consideration of such aid; and every railroad company which shall fail to so perform its contract or promise so made, or the contract or promise of the railroad company, which by consolidation or otherwise has become identified in interest with it, shall for every such failure forfeit and pay a penalty of not less than twenty-five per cent. in value of the amount of the aid so extended and received, and for every thirty days thereafter which such railroad company shall so fail or refuse to perform such promise or agreement, such company shall forfeit and pay a further penalty of twenty-five per cent. of the amount in value of the aid

so received; such penalties to be collected in the name of the board of county commissioners of the county giving such aid, or in which such township or city may be, in a civil action to be commenced for that purpose by such board of county commissioners, and to be paid, when collected, into the common-school fund of such county.

Sec. 3. This act shall be in force from and after its publication in the official state paper.

Approved February 19, 1886.

CHAPTER 154.—Session Laws of 1885.

(General Statutes of 1889, paragraphs 1317-1320.)

An Act to compel Railroad Companies to Fence their Roads by and through Lands enclosed with a lawful Fence.

Be it enacted by the Legislature of the State of Kansas:

Section 1. Any person owning land by or through which any railroad has been or maybe constructed, who has or may enclose the same or any part thereof and adjacent to the line of such railroad with a lawful fence, may demand of such railroad company that it enclose its line next thereto with a lawful fence, and maintain the same.

Sec. 2. Whenever a railroad corporation, or the lessee, person, company or corporation operating any railroad, shall neglect or refuse to build such fence as provided in this act, the owner or occupant of the lands adjoining such railroad, or over or through where the railroad track is or may be laid, may give notice in writing to such corporation, or the lessee thereof, or the persons operating such railroad, to build such fence within sixty days, except during the months of December and January, after the service of such notice. Such notice shall describe the lands on which said fence is required to be built. Service of such notice may be made by delivering the same to any ticket- or station-agent of said corporation of [or] the person, corporation or lessees operating such railroad.

Sec. 3. If the party so notified shall refuse to build such fence in accordance with the provisions of this act, the owner or occupant of the land required to be fenced shall have the right to enter upon the land and track of said railroad company, and may build such fence; and the person so building such fence shall be entitled to the value thereof from such corporation or party operating or using such railroad, to be recovered with interest at the rate of one per cent. per month from the time such fence was built, together with a reasonable attorney's fee for the prosecution of any suit to recover the same.

Sec. 4. Any person owning or occupying land adjoining any rail-

road track of any railroad company shall have the right to attach to the fence constructed along the track or right of way of said railroad company any wires, boards or other material so as to make the fence of said railroad company sufficient to prevent any hogs or pigs from getting upon the track of said railroad company.

Sec. 5. This act shall take effect and be in force from and after its publication in the official state paper.

Approved March 6, 1885.

CHAPTER 155.—Session Laws of 1885.
(General Statutes of 1889, paragraphs 1321-1323.)

An Act relating to the Liability of Railroads for Damages by Fire.

Be in enacted by the Legislature of the State of Kansas:

Section 1. That in all actions against any railway company organized or doing business in this state for damages by fire, caused by the operating of said railroad, it shall be only necessary for the plaintiff in said action to establish the fact that said fire complained of was caused by the operating of said railroad, and the amount of his damages (which proof shall be prima facie evidence of negligence on the part of said railroad): Provided, That in estimating the damages under this act, the contributory negligence of the plaintiff shall be taken into consideration.

Sec. 2. In all actions commenced under this act, if the plaintiff shall recover, there shall be allowed him by the court a reasonable attorney's fee, which shall become a part of the judgment.

Sec. 3. Nothing in this act shall be construed to apply to fires occurring prior to the passage of this law.

Sec. 4. This act to take effect and be in force from and after its publication in the statute-book.

Approved March 6, 1885.

CHAPTER 23.—General Statutes of 1889.
(Article 6.)

RAILWAY CORPORATIONS.

¶ 1207. (Powers of.) Every railway corporation shall, in addition to the powers hereinbefore conferred, have power—

First: To cause such examination and survey for its proposed railway to be made as may be necessary to the selection of the most advantageous route; and for such purpose, by its officers, agents or servants, to enter upon the lands or water of any person,

but subject to liability for all damages which shall be done thereto.

Second: To take and hold such voluntary grants of real estate and other property as shall be made to it to aid in the construction, maintenance and accommodation of its railway; but the real estate received by voluntary grant shall be held and used for the purpose of such grant only, and to purchase and hold, with power to convey, real estate, for the purpose of aiding in the construction, maintenance and accommodation of its railway.

Third: To lay out its road, not exceeding one hundred feet in width, and to construct the same; and for the purpose of cuttings and embankments, to take as much more land as may be necessary for the proper construction and security of the road, and to cut down any standing trees that may be in danger of falling on the road, making compensation therefor, as provided in this act for lands taken for the use of the corporation.

Fourth: To construct its road across, along or upon any stream of water, water course, street, highway, plank road, or turnpike, which the route of its road shall intersect or touch; but the company shall restore the stream, water course, street, highway, plank road or turnpike thus intersected or touched, to its former state, or to such state as to have not necessarily impaired its usefulness. Nothing herein contained shall be construed to authorize the construction of any railway not already located in, upon or across any street in any city incorporate, or town, without the assent of the corporate authorities of such city.

Fifth: To cross, intersect, join and unite its railway with any other railway at any point in its route, and upon the grounds of such other railway corporation, with the necessary turnouts, sidings, switches and other conveniences, in furtherance of the objects of its connections; and every railway which is or may hereafter be intersected by any new railway, may unite with the owners of such new railway in forming such intersections and connections, and grant the facilities aforesaid; and if two corporations cannot agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained and determined by three commissioners to be appointed by the district court of the county in which such crossing or connection is proposed to be made.

Sixth: To take and convey persons and property on their railway by the power of steam or of animals, or by any mechanical power, and to receive compensation therefor.

Seventh: To erect and maintain all necessary and convenient buildings, stations, fixtures and machinery for the accommodation and use of their passengers, freights and business.

Eighth: To regulate the time and manner in which the passengers and property shall be transported, and the compensation to be paid therefor; said compensation not to exceed the rates fixed by law.

Ninth: From time to time to borrow such sums of money as may be necessary for completing and finishing or operating their railway, and to issue and dispose of their bonds for any amount so borrowed, and to mortgage their corporate property and franchises to secure the payment of any debt contracted by the corporation for the purpose aforesaid.

§ 1208. (Map and profile.) Every railway corporation, before constructing any part of their road into or through any county named in their charter, shall make a map and profile of the route intended to be adopted by such company, in such county, which shall be certified by the president and engineer of the company, or a majority of the directors, and filed in the office of the county clerk of the county into or through which the road is to be made.

§ 1209. (Notice to occupants.) The company shall give written notice to all actual occupants of the land over which the route of the road is so designated, and which has not been purchased by or donated to the corporation.

§ 1210. (Change in road-bed.) The directors of any railway corporation may, by a vote of two-thirds of their whole number, at any time change the road-bed, or road line, or any part thereof, for the purpose of shortening the line, or to overcome natural obstacles; but such corporation shall not change the general route or terminus of the road.

§ 1211. (Agent appointed.) The board of county commissioners of any county, or the city council of any city, or trustees of any town or village interested, may appoint and empower an agent to represent the county, city, or village, to subscribe or transfer its stock, give its vote and receive its dividends, if any, and such agent to change at pleasure.

§ 1212. (Duties of railway corporations.) Every railway corporation in this state, which now is, or may hereafter be, engaged in the transportation of passengers or property, shall give public notice of the regular time of starting and running its cars, and shall furnish sufficient accommodation for the transportation of all such passengers, baggage, mails and express freight as shall within a reasonable time previous thereto be offered for transportation at the place of starting, at the junction of other roads, and at the several stopping places; and they are hereby required to stop all trains carrying passengers, at the junction or intersection of other rail-

ways, a sufficient length of time to allow the transfer of passengers, personal baggage, mails and express freight, from the trains of railways so connecting or intersecting, or they may mutually arrange for the transportation of such persons and property over both roads without change of cars; and they shall be compelled to receive all passengers and freight from such connecting and intersecting roads, whenever the same shall be delivered to them.

¶ 1213. (Whistles to be sounded.) A steam whistle shall be attached to each locomotive engine, and be sounded three times at least, eighty rods from the place where the railroad shall cross any public road or street, except in cities and villages, under a penalty of not more than twenty dollars for every neglect of the provisions of this section, to be paid by the corporation owning the railway on the suit of the county attorney, one-half thereof to go to the informer, and the other half to the county for the support of common schools; and the corporation shall also be liable for all damages which shall be sustained by any person by reason of such neglect: Provided, however, That such penalty shall be sued for within one month from the time the cause of action accrues, and not thereafter: And provided further, But that one penalty shall be recovered in any one action.

¶ 1214. (Crossings.) Every railway corporation shall cause boards to be placed, well supported by posts or otherwise, and constantly maintained, across each traveled public road or street, when the same is crossed by the railway on the same level. Said boards shall be elevated so as not to obstruct the travel, and to be easily seen by travelers; and on each side of such board shall be painted in capital letters, "Look out for the cars." But this section shall not apply to streets in cities or towns, unless the corporation shall be required to put up such boards by the city or town authorities, or the officer having charge of such streets.

¶ 1215. (Penalties; how recovered.) All penalties imposed upon railway corporations by this or any other act, may be sued for in the name of the state of Kansas, and if such penalty be for a sum not exceeding three hundred dollars, then such suit may be brought before a justice of the peace of the county in which the penalty accrued, and may be commenced by serving a summons on any officer or agent of such company found within the state.

¶ 1216. (Action against; service.) Any action, prosecution or proceeding against a railway corporation, for any liability, penalty or forfeiture, may be brought in any county into or through which such railway runs; and the summons, or other process, in any such case, may be directed to, and served by any officer of any county in which

the principal office of such corporation may be, or in which any officer, director or agent of the corporation may be found.

¶ 1217. (All railways subject to act.) All existing railway corporations within this state, and such as may hereafter be created or formed, shall respectively have and possess all the powers and privileges contained in this article; and they shall be subject to all the duties, liabilities and provisions contained in this article, not inconsistent with the provisions of any charter granted by the legislative assembly of the territory of Kansas.

CHAPTER 23.—General Statutes of 1889.

(Article 6b.)

POWERS OF RAILROADS.

¶ 1247. (Purchase stocks, etc.) That it shall be lawful for any railroad company, created by or existing under the laws of this state, from time to time to purchase and hold the stock and bonds, or either, or to guarantee the payment of the principal and interest, or either, of the bonds of any other railroad company or companies, the line of whose railroad constructed, or being constructed, connects with its own.

¶ 1248. (Power to foreclose and enforce liens, etc.) That any corporation duly existing under the laws of this state shall have power and authority, as payee, assignee, or holder in any other manner, to enforce by foreclosure, or otherwise, any lien upon the property of any other corporation or individual, with the like proceedings and effect in law and equity as would pertain to any other person being such payee, assignee, or holder, and may become a purchaser at any sale, judicial or otherwise, had and made in the pursuance of the proceedings for the enforcement of such lien by foreclosure or otherwise, in like manner and effect with any other person.

¶ 1249. (Law repealed.) That chapter ninety-five of the Session Laws of eighteen hundred and seventy-four entitled "An act authorizing railroad companies to issue preferred stock," approved March 9, 1874, be and the same is hereby repealed.

¶ 1250. (Liable for damages.) That railroads in this state shall be liable for all damages done to person or property, when done in consequence of any neglect on the part of the railroad companies.

¶ 1251. (To employee.) Every railroad company organized or doing business in this state shall be liable for all damages done to any employee of such company in consequence of any negligence of its agents, or by any mismanagement of its engineers or other employees to any person sustaining such damage.

§ 1252. (Damages to stock.) Every railway company or corporation in this state, and every assignee or lessee of such company or corporation, shall be liable to pay the owner the full value of each any [and] every animal killed, and all damages to each and every animal wounded by the engine or cars on such railway, or in any other manner whatever in operating such railway, irrespective of the fact as to whether such killing or wounding was caused by the negligence of such railway company or corporation, or the assignee or lessee thereof, or not.

§ 1253. (Action and recovery.) In case such railway company or corporation, or the assignee or lessee thereof, shall fail for thirty days after demand made therefor by the owner of such animal, or his agent or attorney, to pay such owner, or his agent or attorney, the full value of such animal if killed, or damages thereto if wounded, such owner may sue and recover from such railway company or corporation, or the assignee or lessee thereof, the full value of such animal or damages thereto, together with a reasonable attorney's fee for the prosecution of the suit, and all costs in any court of competent jurisdiction in the county in which such animal was killed or wounded.

§ 1254. (Demand.) The demand mentioned in section two of this act may be made of any ticket-agent or station-agent of such railway company or corporation, or the assignee or lessee thereof.

§ 1255. (Findings.) In all actions prosecuted under this act, it shall be the duty of the court, if tried by the court, or jury if tried by a jury, if the judgment or verdict be for the plaintiff, to find in addition to their general findings for plaintiff the amount if anything allowed for an attorney's fee in the case.

§ 1256. (Not apply.) This act shall not apply to any railway company or corporation, or the assignee or lessee thereof, whose road is inclosed with a good and lawful fence, to prevent such animal from being on such road.

§ 1257. (Protect laborers.) That whenever any railroad company shall contract with any person for the construction of its road or any part thereof, such railroad company shall take from the person with whom such contract is made, a good and sufficient bond, conditioned that such person shall pay all laborers, mechanics and material men, and persons who supply such contractor with provisions or goods of any kind, all just debts due to such persons or to any person to whom any part of such work is given, incurred in carrying on such work, which bond shall be filed by such railroad company in the office of the register of deeds in each county where the work of such contractor shall be; and if any such railroad com-

pany shall fail to take such bond, such railroad company shall be liable to the persons herein mentioned to the full extent of all such debts so contracted by such contractor.

¶ 1258. (Who may sue.) All such persons mentioned in the first section of this bill shall have a right of action on the bond, provided for in the first section of this act, for the full awards of debts against such contractor.

¶ 1259. (Cattle-guards.) When any railroad runs through any improved or fenced land, said railroad company shall make proper cattle-guards on such railroad when they enter and when they leave such improved or fenced land.

¶ 1260. (Damages.) Any railroad company neglecting or refusing to comply with the provisions of sections one and two of this act shall be liable for all damages sustained by any one by reason of such neglect and refusal, and in order for the injured party to recover all damages he has sustained, it shall only be necessary for him to prove such neglect and refusal.

¶ 1261. (Judgment to be a lien.) Any judgment recovered against any railroad company in this state for any injury to persons or property, shall be a lien within the county, when recovered, on the railroad and real or other property of such company, and shall be prior and superior to the lien of any mortgage or trust deed which may be thereafter executed, except liens for taxes.

¶ 1262. (Crossing on public highway.) It shall be the duty of each and every railway company or corporation owning, controlling or operating any line of railroad within this state, to construct and keep in repair, at each crossing of any regularly laid-out public highway, a good and substantial crossing, by securing on each side of each rail a board not less than twelve feet long, and not less than ten inches wide and two inches thick, and shall fill the space between the two inside boards with gravel or broken stones, or shall floor the space with boards not less than two inches thick and twelve feet long.

¶ 1263. (Penalty.) Any railroad company or corporation that shall fail to comply with the provisions of the first section of this act, within sixty days after the taking effect thereof, shall be liable to a fine of five dollars for each and every day that they so fail to comply therewith, for each and every crossing, to be recovered by an action brought in the name of the township in which the crossing or crossings are situated; to be recovered before any court of competent jurisdiction.

¶ 1264. (Duty of township trustee.) Whenever by the construction of any railway within this state the crossing of any public highway has been or shall be materially injured, either by excavations

or embankments made by said railway company or corporation in the construction of said road, and the said railway company have failed to make good the said crossing, and continue to fail to do so for the space of ninety days after the taking effect of this act, it shall be the duty of the township trustee of the proper township to notify the board of county commissioners of the fact, stating the location of the crossing, the manner in which the crossing has been injured, obstructed or destroyed, verified by affidavit of at least three of the resident taxpayers of said township; thereupon it shall be the duty of the board of county commissioners to appoint three disinterested householders of the county to view the said crossing and assess the damages resulting thereto from the construction of said railway, and shall designate the time of meeting, and shall notify the railway company by written notice, not less than ten days previous to said meeting, to any agent or attorney of said railway company, of their action, stating the time and place at which the said viewers will meet to view the crossing and assess the damages resulting therefrom.

¶ 1265. (Viewers assess damages.) The viewers appointed under the provisions of the third section of this act shall meet on the day designated, and shall, from actual view, assess the amount of damages resulting to the highway by the construction of said railway; which amount shall not be in excess of the amount of money necessary in their judgment to construct a good crossing, and costs of suit, including the necessary approaches thereto, and shall return to the township trustee a certificate under oath of the amount of damages by them assessed.

¶ 1266. (Notice to company.) It shall be the duty of the township trustee, immediately upon the filing with him of said certificate to notify the railroad company, by written notice to any agent or attorney of said road, of the amount of damages assessed against it, and demand the payment of the same; and on failure of the company to pay the amount so assessed for the period of thirty days thereafter, he is authorized to commence an action in any court of competent jurisdiction for the recovery of the amount of damages as aforesaid; and the certificate of the viewers shall be prima facie evidence of the amount of damages sustained.

¶ 1267. (Moneys received.) All moneys received under the fifth section of this act shall become a part of the township fund of the township where the damage was sustained, and shall be used under the direction of the road overseer for making good the damages to the public highway sustained by reason of the building of said railroad.

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